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1985 OPERATING BUDGET

Major Assumptions

Inflation

The 1985 Operating Budget is prepared on the basis that inflation as measured by the consumer price index will average 6% above 1984 levels. This rate is in line with forecasts of inflation prepared by leading economic and financial institutions. A partial list of these forecasts is shown below.

| SOURCE/DATE | ANNUAL INFLATION IN CPI | |
|--|-------------------------|------|
| | 1984 | 1985 |
| Chase Econometrics/ May 4, 1984 | 4.7% | 5.5% |
| Citicorp Information Services* | 5.2% | 6.8% |
| UCLA Business Forecast* | 4.9% | 5.8% |
| Fortune Magazine's 18 month Forecast/July 9, 1984 | 5.5% | 6.7% |

*Source Fagert Economic Indicators, Blue Chip Indicators, 5/10/84.

The 6% inflation rate has been incorporated into all SBD forecasts except where other growth rates are anticipated. In general, labor costs have been projected to rise at a rate less than 6% due to the nature of the present .35 C.O.L.A. still in effect at the major carriers. Further higher rates of growth are expected in the areas of utilities and health insurance. Carrier input indicates that health insurance premiums could rise by as much as 15%.

Ridership/Revenue

The 1985 Budget is based on a 3% increase in base ridership exclusive of service expansion. Present ridership growth of 16% over 1984 levels is largely the result of selective, highly productive service expansion during 1983 and 1984. It is not anticipated that the 1985 New Service Program will be as productive, however as a result of both fixed route and paratransit service expansion in 1985 the SBD expects nearly a 6% increase in overall operating revenue from 1984. It is worth noting that any delay in implementing the paratransit service expansion program would have a detrimental effect on the Divisions total operating revenue and recovery rate.

Labor

During 1985 the Bus Division will face the expiration of five carrier labor agreements. The Proposed 1985 Budget assumes a status quo settlement with no increase in labor expense over the present contracts. The following list identifies these contract expirations.

| <u>CARRIER</u> | <u>LABOR CONTRACT EXPIRES</u> |
|----------------|-------------------------------|
| Joliet | 4/03/85 |
| Nortran | 8/15/85 |
| Oak Lawn* | 12/31/84 |
| Waukegan | 6/30/85 |
| West Towns | 12/31/85 |

*The Oak Lawn agreement actually expires in 1984, however, the settlement will effect 1985 labor expense.

General

Carrier and SBD managerial input regarding expense requirements were given priority to general inflation and revenue assumptions, however the SBD Budget Staff weighed these inputs in regards to the overall goal of the Division and made adjustments where appropriate. The Proposed 1985 Budget represents a delicate balance between farebox revenue, RTA funding and Suburban Bus needs.

PROPOSED 1985 OPERATING BUDGET SUMMARY
AND RECOVERY RATE DETERMINATION
(000's)

| | <u>REVENUE</u> | <u>EXPENSE</u> | <u>DEFICIT</u> |
|---------------------|-----------------|-----------------|-----------------|
| United Carriers | \$13,764 | \$39,347 | \$25,583 |
| Contract Carriers | 1,450 | 4,500 | 3,050 |
| Paratransit | 2,329 | 4,994 | 2,665 |
| Administration | - | 8,500 | 8,500 |
| Centralized Support | - | 3,250 | 3,250 |
| Fuel | - | 4,000 | 4,000 |
| Insurance | <u>-</u> | <u>1,104</u> | <u>1,104</u> |
| TOTAL | \$17,543 | \$65,695 | \$48,152 |
| Recovery Rate | | | 26.70% |

1985 CONTRACTED BUS SERVICES COSTS

| <u>COMMUNITY OR SERVICE</u> | <u>CONTRACTOR</u> | <u>FY85 CONTRACT AMOUNT</u> |
|--|---------------------------|-----------------------------|
| Addison, Villa Park (Rts. 700,702,703) | Westway Coach | \$ 170,000 |
| Arlington Heights, Rolling Meadows, Mount Prospect, Roselle, Schaumburg and Palatine (Rts. 695,697; 693,698,720,721, 722,723) | Westway Coach | 730,000 |
| Bolingbrook, Woodridge, Lisle (Rts. 821-829) | Commuter Bus System (CBS) | 529,000 |
| Burr Ridge, Hinsdale (Rt. 666)* | Valley Transit | 29,000 |
| Country Club Hills, Chicago Heights Flossmoor (Rts. 750, 751) | Art's Transportation | 57,000 |
| Darien, Willowbrook, Clarendon Hills (Rts. 663-665) | DuPage Motor | 87,000 |
| Elk Grove, Mount Prospect, Schaumburg (Rt. 405) | Our Town Bus | 167,000 |
| Elmhurst (Rts. 641-646,641A) | CBS | 195,000 |
| Geneva (Rt. 815) | CBS | 62,000 |
| Glendale Heights (Rts. 653,655,657) | CBS | 158,000 |
| Indianhead Park, Western Springs (Rt. 669) | Our Town Bus | 31,000 |
| Lake Zurich, Wauconda, Barrington (Rts. 725,726, 728) | Scholastic Transit | 87,000 |
| Lombard (Rts. 672,674) | Commuter Bus | 66,000 |
| Matteson (Rt. 753) | Gresham | 23,000 |
| Bloomingdale, Roselle (Rt. 407) | Commuter Bus System (CBS) | 38,000 |
| Northbrook (Rts. 621,622) | Scholastic Transit | 76,000 |
| Oak Forest (Rt. 740) | Gresham | 23,000 |
| Orland Park (Rt. 835) | O'Hare Express | 495,000 |
| Schaumburg, Hoffman Estates (Rts. 601-605) | CBS | 211,000 |
| Westmont, Wheaton, Winfield and Carol Stream (Rts. 661-662,708-713,706-707,715) | CBS | 660,000 |
| Woodstock, McHenry, Crystal Lake and Harvard (Rts. 806-809,805) | Worts Transit | 606,000 |
| TOTAL | | \$4,500,000 |

*These services are scheduled to start 10/15/84.

**SRD 1985 PARATRANSIT PROGRAM BUDGET
BY FUNDING SOURCE FOR PARATRANSIT GRANT RECIPIENTS**

| <u>Operating Services</u> | <u>SRD Subsidy</u> | <u>Fare Revenue</u> | <u>Local Share</u> | <u>Total Cost</u> |
|---------------------------------------|--------------------|---------------------|--------------------|-------------------|
| Addison Township | \$ 32,553 | \$ 16,940 | \$ 11,007 | \$ 60,500 |
| Aurora Township | 58,516 | 41,086 | 24,180 | 123,782 |
| Avon Township | 37,200 | 13,400 | 12,900 | 63,500 |
| Bensenville | 122,777 | 37,736 | 48,136 | 209,649 |
| Bloomingdale Township | 34,000 | 7,280 | 20,220 | 61,500 |
| Bolingbrook | 20,168 | 9,200 | 6,426 | 35,794 |
| Crestwood | 24,640 | 6,785 | 7,545 | 38,970 |
| Crystal Lake | 172,642 | 51,170 | 57,547 | 281,359 |
| Deerfield | 2,931 | 1,320 | 1,000 | 5,251 |
| Deerfield Township | 45,993 | 13,800 | 15,700 | 75,493 |
| DuPage County | 51,088 | 21,000 | 42,912 | 115,000 |
| Elgin | 61,563 | 16,880 | 20,852 | 99,295 |
| Elk Grove Township (PRC) ¹ | 75,000 | 53,000 | 96,700 | 224,700 |
| Evanston/Skokie | 40,000 | 16,016 | 31,900 | 87,916 |
| Forest Park | 20,265 | 5,408 | 8,127 | 33,800 |
| Frankfort Township | 12,751 | 3,492 | 4,764 | 22,007 |
| Franklin Park | 16,753 | 3,450 | 27,797 | 48,000 |
| Harvard | 40,000 | 18,738 | 13,330 | 72,068 |
| Joliet/HFPT ² | 200,000 | 130,800 | 59,200 | 390,000 |
| Lake Villa Township | 10,000 | 2,050 | 11,450 | 23,500 |
| Libertyville | 29,479 | 23,254 | 10,118 | 62,850 |
| Macenon | 39,758 | 9,116 | 16,239 | 65,113 |
| McHenry Township | 37,389 | 5,208 | 15,271 | 57,868 |
| Milton Township | 15,432 | 2,650 | 12,293 | 30,375 |
| Mount Prospect | 17,970 | 15,900 | 5,880 | 39,750 |
| Nunda Township | 30,904 | 3,800 | 13,236 | 47,940 |
| Palatine Township | 51,422 | 23,523 | 26,490 | 101,435 |
| Park Forest | 107,120 | 47,609 | 35,707 | 190,436 |
| Proviso Township (Bellwood) | 52,250 | 13,825 | 32,625 | 98,700 |
| River Grove | 17,000 | 8,070 | 5,830 | 30,900 |
| St. Charles/Geneva Township | 25,689 | 9,779 | 9,600 | 45,068 |
| Schaumburg | 155,000 | 47,207 | 60,060 | 262,267 |
| Waukegan Township | 53,007 | 9,700 | 42,293 | 105,000 |
| Woodslock | 49,600 | 14,517 | 16,533 | 80,650 |
| ----- | | | | |
| Totals | 1,762,859 | 703,709 | 823,868 | 3,290,436 |
| ----- | | | | |
| % of Total | 50 | 28 | 22 | 100 |

¹(PRC): Paratransit Resource Center;

²(HFPT): Handicapped and Elderly Transit

SBD FY85 PARATRANSIT PROGRAM BUDGET
BY FUNDING SOURCE FOR CURRENT PARATRANSIT VEHICLE LEASE SERVICES

| <u>Vehicle Lease Service</u> | <u>SBD Subsidy</u> | <u>Fare Revenue</u> | <u>Local Share</u> | <u>Total Cost</u> |
|------------------------------|--------------------|---------------------|--------------------|-------------------|
| Bloom Township | \$ 33,500 | \$ 14,768 | \$ 20,472 | \$ 68,740 |
| Bremen Township | 13,263 | 6,719 | 8,103 | 28,085 |
| Calumet Township | 7,350 | 3,890 | 4,483 | 15,728 |
| Ela Township | 9,250 | 4,006 | 16,953 | 30,214 |
| Lemont Township | 1,833 | 950 | 8,769 | 11,552 |
| Lyons Township | 23,542 | 10,194 | 30,065 | 63,801 |
| Norridge | 13,710 | 9,907 | 8,373 | 31,990 |
| Oak Park Township | 11,667 | 5,052 | 10,579 | 27,298 |
| Orland Park | 14,625 | 7,994 | 8,928 | 31,547 |
| Palos Hills | 10,437 | 4,738 | 6,375 | 21,550 |
| Peotone | 10,100 | 5,237 | 3,173 | 18,510 |
| Rich Township | 13,750 | 5,954 | 11,149 | 30,853 |
| River Forest Township | 4,333 | 1,876 | 11,095 | 17,304 |
| Romeoville | 8,667 | 3,753 | 7,574 | 19,994 |
| Stickney Township | 24,825 | 11,908 | 15,163 | 51,896 |
| Thornton Township | 34,445 | 14,918 | 33,578 | 82,941 |
| Tinley Park | 6,667 | 2,886 | 9,551 | 19,104 |
| Vernon Township | 6,667 | 3,556 | 14,437 | 24,660 |
| Wayne Township | 4,500 | 2,333 | 20,050 | 26,883 |
| Worth Township | 16,542 | 7,164 | 42,476 | 66,182 |
| | | | | |
| Totals | \$269,673 | \$127,803 | \$291,356 | \$688,832 |
| | | | | |
| % of Total | 39 | 19 | 42 | |

**SRD FY25 PARATRANSIT PROGRAM BUDGET
BY FUNDING SOURCE FOR PROGRAMMED SERVICES**

| <u>Service</u> | <u>SRD Subsidy</u> | <u>Fare Revenue</u> | <u>Local Share</u> | <u>Total Cost</u> |
|-------------------------|--------------------|---------------------|--------------------|-------------------|
| <u>Cook County</u> | | | | |
| Northwest County | \$ 85,000 | \$ 20,000 | \$ 28,330 | \$133,330 |
| Northfield/New Trier | 12,750 | 3,000 | 4,250 | 20,000 |
| Highwood | 10,400 | 6,500 | 14,400 | 31,300 |
| Leyden Township | 19,125 | 4,500 | 6,375 | 30,000 |
| Elmwood Park | 19,125 | 4,500 | 6,375 | 30,000 |
| Norwood Park Township | 4,781 | 1,125 | 1,594 | 7,500 |
| Berwyn/Cicero Township | 4,781 | 1,125 | 1,594 | 7,500 |
| West/SW County | 170,000 | 59,500 | 110,500 | 340,000 |
| <u>DuPage County</u> | | | | |
| Wheaton | 13,000 | 3,000 | 5,000 | 21,000 |
| Wheatfield Township | 6,375 | 750 | 2,125 | 9,250 |
| York Township | 6,375 | 750 | 2,125 | 9,250 |
| Dwight's Grove Township | 6,375 | 750 | 2,125 | 9,250 |
| <u>Kane County</u> | | | | |
| Batavia Township | 20,625 | 4,500 | 6,870 | 31,995 |
| Dundee Township | 20,136 | 3,542 | 6,712 | 30,390 |
| Countywide | 6,375 | 1,500 | 2,125 | 10,000 |
| <u>Lake County</u> | | | | |
| Fox Lake | 7,658 | 4,790 | 2,550 | 14,998 |
| Grant Township | 13,406 | 2,166 | 4,468 | 20,040 |
| Zion Township | 19,187 | 3,583 | 6,395 | 29,165 |
| Countywide | 21,250 | 5,000 | 7,055 | 33,305 |
| <u>McHenry County</u> | | | | |
| Algonquin | 48,750 | 4,875 | 16,275 | 69,900 |
| <u>Will County</u> | | | | |
| West/SW County | 12,597 | 2,984 | 4,200 | 19,761 |
| New Lenox | 3,729 | 877 | 1,243 | 5,849 |
| <hr/> | <hr/> | <hr/> | <hr/> | <hr/> |
| Totals | \$531,800 | \$139,297 | \$242,686 | \$913,783 |
| <hr/> | <hr/> | <hr/> | <hr/> | <hr/> |
| % of Total | 63 | 14 | 23 | 100 |

1985 Bus Carrier Budget

The core of the Suburban Bus Division's operating budget, is based on the operations of its 14 funded carriers. SBD is the sole source of funding for these transit operations. In addition to direct financial support, SBD provides other direct support through its centralized purchasing and administrative programs.

The budgets contained on the following pages, were developed thru a joint effort between SBD and carrier staff. The carrier budget proposal was carefully reviewed by SBD staff and where necessary, changes were recommended. These changes were made in order to accomplish the cost containment measures necessary for SBD to balance its budget, based on the \$48.2 million funding limit set by the RTA. In total, \$2.6 million was eliminated from the carrier proposals. These reductions were discussed with the carriers and a general sense of agreement was reached with the SBD staff recommendations.

The following pages present, the carrier proposals, as well as the staff recommended budgets. Any changes are footnoted and briefly explained. In addition, a brief statistical description of each operation is provided.

1985 PROPOSED SUBURBAN BUS CARRIER BUDGETS
FOR THE TWELVE MONTHS ENDING 12/31/85

The following estimates outline the revenue and expense budgets for the suburban bus carriers that have financial assistance agreements with SBD.

| <u>CARRIER</u> | <u>REVENUE</u> | <u>EXPENSE</u> | <u>DEFICIT</u> |
|------------------------------|---------------------|---------------------|---------------------|
| Amcor | \$ 441,800 | \$ 1,666,100 | \$ 1,224,300 |
| Elgin | 636,200 | 1,824,500 | 1,188,300 |
| Green Miln | 54,200 | 192,000 | 137,800 |
| Harvey | 2,339,900 | 5,770,900 | 3,431,000 |
| Highland Park | 116,800 | 420,200 | 303,400 |
| Itasca | 529,300 | 2,332,300 | 1,803,000 |
| McTec Park | 25,000 | 70,000 | 45,000 |
| Waukegan | 175,700 | 611,100 | 435,400 |
| Niles | 187,100 | 396,300 | 209,200 |
| MERRITAN | 3,870,900 | 9,937,200 | 6,066,300 |
| Oak Lawn | 837,500 | 2,512,800 | 1,675,300 |
| Markesan | 587,800 | 2,126,700 | 1,538,900 |
| West Towns | 3,326,900 | 9,304,200 | 5,977,300 |
| Wilmette | <u>454,700</u> | <u>802,800</u> | <u>348,100</u> |
| Sub-Total | <u>\$13,583,800</u> | <u>\$37,967,100</u> | <u>\$24,383,300</u> |
| Provision for Added Services | <u>180,000</u> | <u>1,380,000</u> | <u>1,200,000</u> |
| TOTAL | \$13,763,800 | \$39,347,100 | \$25,583,300 |

CARRIER BUDGET SUMMARY 1985

| | 1983 ACTUAL (JAN-DEC) | PROJECTED RESULTS 1984 | CARRIER PROPOSED 1985 | STAFF RECOMMENDED 1985 | NOTES |
|---------------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-------|
| REVENUES | | | | | |
| PASSENGER REVENUES | \$ 353,442 | \$ 412,198 | \$ 417,000 | \$ 439,440 | 1 |
| OTHER REVENUES | \$ 2,889 | \$ 9,744 | \$ 2,000 | \$ 2,000 | |
| TOTAL REVENUES | \$ 356,331 | \$ 421,942 | \$ 419,000 | \$ 441,440 | |
| OPERATIONS EXPENSE | | | | | |
| LABOR | \$ 722,430 | \$ 705,984 | \$ 899,550 | \$ 826,275 | 2 |
| FRINGE BENEFITS | \$ 241,168 | \$ 300,823 | \$ 349,040 | \$ 319,195 | |
| PARTS/SUPPLIES | \$ 3,821 | \$ 1,298 | \$ 3,410 | \$ 1,200 | 3 |
| SUB-TOTAL | \$ 967,419 | \$ 1,008,105 | \$ 1,252,000 | \$ 1,148,670 | |
| MAINTENANCE EXPENSE | | | | | |
| LABOR | \$ 142,877 | \$ 143,650 | \$ 187,440 | \$ 187,440 | |
| FRINGE BENEFITS | \$ 58,652 | \$ 80,912 | \$ 75,460 | \$ 69,761 | 3 |
| SERVICES | \$ 44,305 | \$ 28,381 | \$ 57,600 | \$ 23,040 | 4 |
| PARTS/SUPPLIES | \$ 101,176 | \$ 90,644 | \$ 104,700 | \$ 96,800 | 3 |
| OTHER | \$ 0 | \$ 0 | \$ 1,000 | \$ 0 | 3 |
| SUB-TOTAL | \$ 347,010 | \$ 343,587 | \$ 426,200 | \$ 377,041 | |
| NON-VEHICLE MAINT. EXPENSE | | | | | |
| SERVICES | \$ 12,828 | \$ 15,638 | \$ 50,200 | \$ 15,200 | 3 |
| PARTS/SUPPLIES | \$ 16,476 | \$ 9,480 | \$ 4,500 | \$ 4,500 | |
| SUB-TOTAL | \$ 29,304 | \$ 25,118 | \$ 54,700 | \$ 19,700 | |
| GENERAL ADMINISTRATION EXPENSE | | | | | |
| LABOR | \$ 67,272 | \$ 67,238 | \$ 25,140 | \$ 25,140 | |
| FRINGE BENEFITS | \$ 17,638 | \$ 24,284 | \$ 8,920 | \$ 8,920 | |
| SERVICES | \$ 49,268 | \$ 49,793 | \$ 50,500 | \$ 50,500 | |
| PARTS/SUPPLIES | \$ 2,066 | \$ 3,080 | \$ 2,970 | \$ 2,970 | |
| UTILITIES | \$ 15,477 | \$ 29,136 | \$ 28,600 | \$ 28,600 | |
| OTHER | \$ 1,707 | \$ 25,572 | \$ 4,530 | \$ 4,530 | |
| SUB-TOTAL | \$ 153,428 | \$ 199,103 | \$ 120,660 | \$ 120,660 | |
| TOTAL EXPENSE | \$ 1,497,161 | \$ 1,575,913 | \$ 1,453,560 | \$ 1,198,071 | |
| DEFICIT | \$ 1,140,830 | \$ 1,157,671 | \$ 1,434,560 | \$ 1,204,311 | |
| RECOVERY RATE | .2380 | .2677 | .2260 | .2651 | |

AURORA

The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Passenger revenues have been adjusted to reflect staff's higher forecast of ridership.
- 2) Operations labor has been reduced to reflect the staff estimate of labor hours. Additionally a position reclassification from administration to operations was performed. Corresponding fringe benefits were reduced to reflect the lower labor cost.
- 3) These areas were adjusted to reflect a more reasonable rate of increase. Fringe benefit costs were reduced to a 15% maximum increase in health insurance. The carrier also budgeted for a substantial amount (\$35,000) in building repairs and improvements. It is anticipated that these repairs could be accomplished with capital funds.
- 4) Maintenance services have been adjusted to reflect the centralized engine rebuilding program. These costs have been included in the centralized support budget.

CITY OF AURORA
OPERATING DATA

FY '85
(PROJECTED)

| | |
|-----------------------------------|--------------|
| Total Vehicle Miles: | 766,165 |
| Total Vehicle Hours: | 59,966 |
| Ridership: | 1,502,700 |
| Peak Period Vehicle Requirements: | 16 |
| Personnel Requirements: | |
| Operations | 42.50 |
| Maintenance | 9 |
| Non Vehicle Maintenance | 0 |
| General Administration | 1 |
| Total | 52.50 |

| <u>Fare Structure</u> | |
|----------------------------|-----|
| Full Fare | .50 |
| Reduce Fare | .25 |
| Universal Transfer | .40 |
| Reduced Universal Transfer | .20 |

CARRIER BUDGET SUMMARY 1985

| | 1983 ACTUAL (JAN-DEC) | PROJECTED RESULTS 1984 | CARRIER PROPOSED 1985 | STAFF RECOMMENDED 1985 | NOTES |
|---------------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-------|
| REVENUES | | | | | |
| PASSENGER REVENUES | \$ 500,205 | \$ 551,093 | \$ 555,425 | \$ 565,450 | 1 |
| OTHER REVENUES | \$ 31,645 | \$ 71,913 | \$ 70,770 | \$ 70,770 | |
| TOTAL REVENUES | \$ 531,850 | \$ 622,906 | \$ 626,195 | \$ 636,220 | |
| OPERATIONS EXPENSE | | | | | |
| LABOR | \$ 750,706 | \$ 739,765 | \$ 778,514 | \$ 775,269 | 2 |
| FRINGE BENEFITS | \$ 285,747 | \$ 307,355 | \$ 339,794 | \$ 338,580 | |
| SERVICES | \$ 98 | \$ 0 | \$ 0 | \$ 0 | |
| OTHER | \$ 5,791 | \$ 6,223 | \$ 3,600 | \$ 3,600 | |
| SUB-TOTAL | \$ 1,042,342 | \$ 1,053,343 | \$ 1,121,908 | \$ 1,117,449 | |
| MAINTENANCE EXPENSE | | | | | |
| LABOR | \$ 145,765 | \$ 170,446 | \$ 171,627 | \$ 171,627 | |
| FRINGE BENEFITS | \$ 65,996 | \$ 86,473 | \$ 93,547 | \$ 93,547 | |
| SERVICES | \$ 130,137 | \$ 112,395 | \$ 132,700 | \$ 74,600 | 3 |
| PARTS/SUPPLIES | \$ 122,274 | \$ 129,468 | \$ 131,775 | \$ 131,775 | |
| OTHER | \$ 0 | \$ 11,317 | \$ 10,815 | \$ 10,815 | |
| IN-TOTAL | \$ 464,192 | \$ 510,059 | \$ 540,064 | \$ 482,364 | |
| NON-VEHICLE MAINT. EXPENSE | | | | | |
| FRINGE BENEFITS | \$ 0 | \$ 1,101 | \$ 0 | \$ 0 | |
| SERVICES | \$ 18,161 | \$ 16,092 | \$ 17,000 | \$ 17,000 | |
| PARTS/SUPPLIES | \$ 7 | \$ 1,666 | \$ 375 | \$ 375 | |
| OTHER | \$ 698 | \$ 501 | \$ 4,200 | \$ 4,200 | |
| SUB-TOTAL | \$ 18,866 | \$ 19,360 | \$ 21,575 | \$ 21,575 | |
| GENERAL ADMINISTRATION EXPENSE | | | | | |
| LABOR | \$ 50,129 | \$ 51,207 | \$ 58,404 | \$ 58,404 | |
| FRINGE BENEFITS | \$ 21,183 | \$ 18,895 | \$ 19,258 | \$ 19,258 | |
| SERVICES | \$ 50,613 | \$ 52,438 | \$ 55,240 | \$ 55,240 | |
| PARTS/SUPPLIES | \$ 4,506 | \$ 2,073 | \$ 2,855 | \$ 2,855 | |
| UTILITIES | \$ 26,575 | \$ 29,729 | \$ 30,830 | \$ 30,830 | |
| OTHER | \$ 13,539 | \$ 15,320 | \$ 37,007 | \$ 36,507 | |
| SUB-TOTAL | \$ 165,545 | \$ 169,662 | \$ 203,594 | \$ 203,054 | |
| TOTAL EXPENSE | \$ 1,690,945 | \$ 1,752,424 | \$ 1,887,141 | \$ 1,824,482 | |
| DEFICIT | \$ 1,159,395 | \$ 1,129,518 | \$ 1,260,946 | \$ 1,198,262 | |
| RECOVERY RATE | .3145 | .3554 | .3318 | .3487 | |

ELGIN

The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Passenger revenues have been increased to reflect staff's higher forecast of increased ridership.
- 2) Operations labor has been adjusted to reflect the staff estimate of labor hours.
- 3) Maintenance services have been adjusted to reflect the centralized engine rebuilding program. These costs have been included in the centralized support budget.

CITY OF ELGIN

OPERATING DATA

FY '85
(PROJECTED)

| | |
|-----------------------------------|------------|
| Total Vehicle Miles: | 880,448 |
| Total Vehicle Hours: | 62,596.4 |
| Ridership: | 2,027,650 |
| Peak Period Vehicle Requirements: | 17 |
| Personnel Requirements: | |
| Operations | 38 |
| Maintenance | 7.5 |
| Non Vehicle Maintenance | 0 |
| General Administration | <u>2.5</u> |
| Total | 48.0 |

| Fare Structure | (KL) | (KT) |
|----------------------------|------|------|
| Full Fare | .50 | .80 |
| Reduce Fare | .25 | .40 |
| Universal Transfer | .40 | .10 |
| Reduced Universal Transfer | .20 | .05 |

KL - Local

KT - Non Local

CARRIER BUDGET SUMMARY 1985

| | 1983 ACTUAL (JAN-DEC) | PROJECTED RESULTS 1984 | CARRIER PROPOSED 1985 | STAFF RECOMMENDED 1985 | NOTES |
|---------------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-------|
| REVENUES | | | | | |
| PASSENGER REVENUES | \$ 56,407 | \$ 53,710 | \$ 63,820 | \$ 60,675 | 1 |
| OTHER REVENUES | \$ 4,192 | \$ 4,704 | \$ 3,500 | \$ 3,500 | |
| TOTAL REVENUES | \$ 60,599 | \$ 58,414 | \$ 67,420 | \$ 64,175 | |
| OPERATIONS EXPENSE | | | | | |
| OTHER | \$ 138,773 | \$ 147,157 | \$ 152,462 | \$ 152,462 | |
| SUB-TOTAL | \$ 138,773 | \$ 147,157 | \$ 152,462 | \$ 152,462 | |
| GENERAL ADMINISTRATION EXPENSE | | | | | |
| LABOR | \$ 22,218 | \$ 22,159 | \$ 25,912 | \$ 25,912 | |
| FRINGE BENEFITS | \$ 2,591 | \$ 2,807 | \$ 3,948 | \$ 3,529 | 2 |
| SERVICES | \$ 2,792 | \$ 6,778 | \$ 8,100 | \$ 8,100 | |
| PARTS/SUPPLIES | \$ 686 | \$ 2,538 | \$ 2,000 | \$ 2,000 | |
| UTILITIES | \$ 0 | \$ 0 | \$ 1,000 | \$ 0 | 3 |
| OTHER | \$ 1,400 | \$ 0 | \$ 1,400 | \$ 0 | 4 |
| SUB-TOTAL | \$ 29,687 | \$ 34,282 | \$ 42,760 | \$ 39,541 | |
| TOTAL EXPENSE | \$ 168,460 | \$ 181,439 | \$ 194,822 | \$ 192,003 | |
| DEFICIT | \$ 107,861 | \$ 123,025 | \$ 127,402 | \$ 137,928 | |
| RECOVERY RATE | .3597 | .3219 | .3460 | .2821 | |

GLEN ELIYN

The Village of Glen Ellyn contracts directly with DuPage Motor Coach a private transportation company. The expense shown under operations expense represents the cost of this contract. Expenses in the general administration area are those incurred by the Village's service supervision, and ticket sales operation. The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Ridership has decreased 4.8% between July '83-June '84 and the previous twelve months. The staff recommendation does not anticipate an increase in ridership, but a continuation of the present trend.
- 2) Fringe benefits have been adjusted to allow for a moderate rate of increase.
- 3) It is staff's opinion, that there is no need for expenses in this area due to the nature of the carriers operation.
- 4) The carriers request for insurance coverage appears unnecessary.

VILLAGE OF GLEN ELLYN

OPERATING DATA

1985
(PROJECTED)

| | |
|-----------------------------------|--------|
| Total Vehicle Miles: | N/A |
| Total Vehicle Hours: | N/A |
| Ridership: | 25,600 |
| Peak Period Vehicle Requirements: | N/A |
| Personnel Requirements: | |
| Operations | N/A |
| Maintenance | N/A |
| Non Vehicle Maintenance | N/A |
| General Administration | 1.5 |
| Total | 1.50 |

| <u>Fare Structure</u> | |
|----------------------------|-----|
| Full Fare | .60 |
| Reduce Fare | .25 |
| Universal Transfer | .40 |
| Reduced Universal Transfer | .25 |

CARRIER BUDGET SUMMARY 1985

| | 1983 ACTUAL (JAN-DEC) | PROJECTED RESULTS 1984 | CARRIER PROPOSED 1985 | STAFF RECOMMENDED 1985 | NOTES |
|---------------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-------|
| REVENUES | | | | | |
| PASSENGER REVENUE | \$ 1,926,294 | \$ 2,222,238 | \$ 2,316,017 | \$ 2,316,017 | |
| OTHER REVENUES | \$ 7,673 | \$ 21,237 | \$ 23,866 | \$ 23,866 | |
| TOTAL REVENUES | \$ 1,933,967 | \$ 2,243,475 | \$ 2,339,883 | \$ 2,339,883 | |
| OPERATIONS EXPENSE | | | | | |
| LABOR | \$ 2,070,972 | \$ 2,386,630 | \$ 2,451,078 | \$ 2,431,414 1 | |
| FRINGE BENEFITS | \$ 929,692 | \$ 1,088,489 | \$ 1,278,984 | \$ 948,878 1 | |
| SERVICES | \$ 0 | \$ 0 | \$ 18,180 | \$ 18,180 | |
| PARTS/SUPPLIES | \$ 29,457 | \$ 10,114 | \$ 17,000 | \$ 12,000 3 | |
| OTHER | \$ 8,871 | \$ 3,213 | \$ 10,980 | \$ 10,980 | |
| SUB-TOTAL | \$ 3,038,982 | \$ 3,488,446 | \$ 3,776,222 | \$ 3,421,452 | |
| MAINTENANCE EXPENSE | | | | | |
| LABOR | \$ 840,810 | \$ 867,381 | \$ 914,703 | \$ 914,703 | |
| FRINGE BENEFITS | \$ 378,116 | \$ 408,958 | \$ 462,909 | \$ 347,905 1 | |
| SERVICES | \$ 57,227 | \$ 21,857 | \$ 170,280 | \$ 35,280 2 | |
| PARTS/SUPPLIES | \$ 367,931 | \$ 375,758 | \$ 325,000 | \$ 325,000 | |
| OTHER | \$ 818 | \$ 625 | \$ 1,000 | \$ 1,000 | |
| SUB-TOTAL | \$ 1,664,902 | \$ 1,674,579 | \$ 1,873,892 | \$ 1,623,768 | |
| NON-VEHICLE MAINT. EXPENSE | | | | | |
| LABOR | \$ 55,927 | \$ 46,014 | \$ 0 | \$ 0 | |
| FRINGE BENEFITS | \$ 24,914 | \$ 21,604 | \$ 0 | \$ 0 | |
| SERVICES | \$ 55,684 | \$ 15,435 | \$ 60,000 | \$ 35,000 3 | |
| PARTS/SUPPLIES | \$ 33,505 | \$ 55,429 | \$ 25,000 | \$ 10,000 3 | |
| OTHER | \$ 8,951 | \$ 4,066 | \$ 7,000 | \$ 7,000 | |
| SUB-TOTAL | \$ 178,081 | \$ 142,548 | \$ 92,000 | \$ 52,000 | |
| GENERAL ADMINISTRATION EXPENSE | | | | | |
| LABOR | \$ 174,368 | \$ 105,180 | \$ 212,042 | \$ 212,042 | |
| FRINGE BENEFITS | \$ 76,015 | \$ 49,327 | \$ 99,184 | \$ 69,747 1 | |
| SERVICES | \$ 96,952 | \$ 123,361 | \$ 138,745 | \$ 131,745 3 | |
| PARTS/SUPPLIES | \$ 12,392 | \$ 22,823 | \$ 10,000 | \$ 10,000 | |
| UTILITIES | \$ 154,778 | \$ 192,015 | \$ 230,200 | \$ 230,000 | |
| OTHER | \$ 98,555 | \$ 14,230 | \$ 26,975 | \$ 20,125 3 | |
| SUB-TOTAL | \$ 613,050 | \$ 506,936 | \$ 716,046 | \$ 673,659 | |
| TOTAL EXPENSE | \$ 5,485,015 | \$ 5,812,509 | \$ 6,458,160 | \$ 5,770,899 | |
| DEFICIT | \$ 3,561,049 | \$ 3,569,034 | \$ 4,118,277 | \$ 3,431,016 | |
| RECOVERY RATE | .3519 | .3859 | .3623 | .4054 | |

HARVEY

The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Adjustments to operations and maintenance labor and fringe benefits reflect the cost savings associated with the new labor agreement.
- 2) Maintenance services have been adjusted to reflect the centralized engine rebuilding program. These costs are included in the centralized support budget.
- 3) These areas were adjusted to reflect staff's estimated requirement. The carriers anticipated cost for building repairs and supplies was reduced. In the event additional expenses are incurred the SBD could provide direct support thru the centralized operating budget.

TRANSIT MANAGEMENT OF HARVEY

OPERATING DATA

FY '85
(PROJECTED)

| | |
|-----------------------------------|-----------|
| Total Vehicle Miles: | 2,640,000 |
| Total Vehicle Hours: | 168,391 |
| Ridership: | 5,077,600 |
| Peak Period Vehicle Requirements: | 53 |
| Personnel Requirements: | |
| Operations | 98 |
| Maintenance | 40 |
| Non Vehicle Maintenance | 0 |
| General Administration | 10 |
| Total | 148 |

| <u>Fare Structure</u> | (R) | (L) |
|----------------------------|-----|-----|
| Full Fare | .90 | .60 |
| Reduce Fare | .40 | .25 |
| Universal Transfer | .10 | .40 |
| Reduced Universal Transfer | .10 | .25 |

R = Regular Intercommunity Routes

L = Local Suburban and Commuter Rail Feeders

CARRIER BUDGET SUMMARY 1985

| | 1983 ACTUAL (JAN-DEC) | PROJECTED RESULTS 1984 | CARRIER PROPOSED 1985 | STAFF RECOMMENDED 1985 | NOTES |
|---------------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-------|
| REVENUES | | | | | |
| PASSENGER REVENUES | \$ 110,113 | \$ 96,378 | \$ 112,668 | \$ 112,668 | |
| OTHER REVENUES | \$ 6,124 | \$ 6,394 | \$ 4,103 | \$ 4,103 | |
| TOTAL REVENUES | \$ 116,237 | \$ 102,772 | \$ 116,771 | \$ 116,771 | |
| OPERATIONS EXPENSE | | | | | |
| LABOR | \$ 165,903 | \$ 178,824 | \$ 201,798 | \$ 201,798 | |
| FRINGE BENEFITS | \$ 32,965 | \$ 41,847 | \$ 44,679 | \$ 44,679 | |
| PARTS/SUPPLIES | \$ 4,688 | \$ 4,235 | \$ 5,525 | \$ 5,525 | |
| OTHER | \$ 739 | \$ 1,111 | \$ 205 | \$ 205 | |
| SUB-TOTAL | \$ 204,295 | \$ 226,017 | \$ 252,007 | \$ 252,007 | |
| MAINTENANCE EXPENSE | | | | | |
| LABOR | \$ 30,267 | \$ 37,486 | \$ 34,962 | \$ 34,962 | |
| FRINGE BENEFITS | \$ 9,268 | \$ 13,687 | \$ 13,090 | \$ 13,090 | |
| SERVICES | \$ 1,493 | \$ 6,201 | \$ 4,250 | \$ 4,250 | |
| PARTS/SUPPLIES | \$ 19,679 | \$ 33,974 | \$ 21,325 | \$ 26,325 | 1 |
| OTHER | \$ 17,128 | \$ 20,570 | \$ 18,620 | \$ 18,620 | |
| SUB-TOTAL | \$ 77,835 | \$ 111,918 | \$ 92,256 | \$ 97,256 | |
| GENERAL ADMINISTRATION EXPENSE | | | | | |
| LABOR | \$ 74,167 | \$ 40,605 | \$ 46,531 | \$ 46,571 | |
| FRINGE BENEFITS | \$ 9,855 | \$ 15,526 | \$ 16,511 | \$ 16,511 | |
| SERVICES | \$ 3,521 | \$ 4,370 | \$ 3,000 | \$ 3,000 | |
| PARTS/SUPPLIES | \$ 222 | \$ 330 | \$ 500 | \$ 500 | |
| UTILITIES | \$ 933 | \$ 772 | \$ 825 | \$ 825 | |
| OTHER | \$ 2,982 | \$ 2,997 | \$ 3,560 | \$ 3,560 | |
| SUB-TOTAL | \$ 51,680 | \$ 64,602 | \$ 70,927 | \$ 70,927 | |
| TOTAL EXPENSE | \$ 333,810 | \$ 402,537 | \$ 415,190 | \$ 420,190 | |
| DEFICIT | \$ 217,573 | \$ 299,765 | \$ 298,419 | \$ 303,419 | |
| RECOVERY RATE | .3482 | .2553 | .2812 | .2779 | |

HIGHLAND PARK

The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Maintenance parts/supplies have been increased to reflect staff's forecast of spending levels.

CITY OF HIGHLAND PARK

OPERATING DATA

FY '85
(PROJECTED)

| | |
|-----------------------------------|---------|
| Total Vehicle Miles: | 214,921 |
| Total Vehicle Hours: | 15,786 |
| Ridership: | 257,609 |
| Peak Period Vehicle Requirements: | 4 |
| Personnel Requirements: | |
| Operations | 3.5 |
| Maintenance | 1.5 |
| Non Vehicle Maintenance | 0 |
| General Administration | 2 |
| Total | 12 |

| <u>Fare Structure</u> | |
|----------------------------|-----|
| Full Fare | .60 |
| Reduce Fare | .25 |
| Universal Transfer | .40 |
| Reduced Universal Transfer | .25 |

CITY OF TORONTO BUDGET, 1985

| ITEM | PROJECTIONS | GENERAL | EST. | |
|---------------------------------------|-----------------------|---------------------|---------------------|---------------------|
| ACTUAL | RESULTS | BUDGETED | ESTIMATED | |
| CHARGE | 1984 | 1985 | 1985 | |
| LABOUR | | | | |
| GENERAL LABOUR | \$ 392,437.4 | \$ 426,417.4 | \$ 445,927.4 | \$ 441,602.7 |
| UNIFORMS, EQUIPMENT | \$ 12,715.4 | \$ 12,412.4 | \$ 13,321.4 | \$ 13,321 |
| TOTAL LABOUR | \$ 402,472.4 | \$ 429,636.4 | \$ 459,348.4 | \$ 451,623 |
| OPERATING EXPENSE | | | | |
| LABOUR | \$ 822,522 | \$ 1,002,382 | \$ 991,736 | \$ 1,031,796.1 |
| FRINGE BENEFITS | \$ 312,502 | \$ 386,258 | \$ 382,176 | \$ 390,976.1 |
| SERVICES | \$ 0 | \$ 0 | \$ 2,500 | \$ 2,500 |
| PARTS/SUPPLIES | \$ 8,916.2 | \$ 10,436 | \$ 11,000 | \$ 11,000 |
| OTHER | \$ 1,202 | \$ 2,820 | \$ 100 | \$ 100 |
| SUM TOTAL | \$ 1,220,000.2 | \$ 1,318,456 | \$ 1,393,062 | \$ 1,436,362 |
| MAINTENANCE EXPENSE | | | | |
| LABOUR | \$ 295,511 | \$ 281,226 | \$ 256,815 | \$ 276,255.1 |
| FRINGE BENEFITS | \$ 158,493 | \$ 81,943 | \$ 92,721 | \$ 97,721 |
| SERVICES | \$ 24,727 | \$ 25,173 | \$ 22,400 | \$ 22,400 |
| PARTS/SUPPLIES | \$ 91,940 | \$ 83,302 | \$ 110,000 | \$ 110,000 |
| OTHER | \$ 496 | \$ 62 | \$ 0 | \$ 0 |
| SUM TOTAL | \$ 380,616 | \$ 471,706 | \$ 482,026 | \$ 502,026 |
| VEHICLE MAINTENANCE | | | | |
| LABOUR | \$ 112,440 | \$ 15,786 | \$ 15,518 | \$ 15,558 |
| FRINGE BENEFITS | \$ 56,212 | \$ 10,007 | \$ 7,766 | \$ 7,766 |
| PARTS/SUPPLIES | \$ 34,942 | \$ 4,538 | \$ 1,000 | \$ 1,000 |
| SUM TOTAL | \$ 193,576 | \$ 30,331 | \$ 24,324 | \$ 24,324 |
| GENERAL ADMINISTRATION EXPENSE | | | | |
| LABOUR | \$ 131,996 | \$ 137,925 | \$ 139,203 | \$ 139,208 |
| FRINGE BENEFITS | \$ 40,577 | \$ 52,980 | \$ 50,873 | \$ 50,873 |
| SERVICES | \$ 51,189 | \$ 49,392 | \$ 52,900 | \$ 55,100.1 |
| PARTS/SUPPLIES | \$ 10,932 | \$ 14,337 | \$ 10,000 | \$ 10,000 |
| UTILITIES | \$ 24,939 | \$ 32,553 | \$ 42,000 | \$ 42,000 |
| OTHER | \$ 9,114.6 | \$ 24,152 | \$ 8,410 | \$ 8,410 |
| SUM TOTAL | \$ 203,447.6 | \$ 323,324 | \$ 357,451 | \$ 354,651 |
| GENERAL EXPENSE | \$ 1,175,507.6 | \$ 1,241,812 | \$ 1,242,343 | \$ 1,252,343 |
| DIFFERENTIAL | \$ 1,102,726 | \$ 1,249,181 | \$ 1,212,995 | \$ 1,202,995 |
| RECOVERY RATE | .12004 | .1197 | .12360 | .12269 |

JOLIET

The staff recommended budget for 1985, is based on the carrier proposal for 1985, with the following exceptions:

- 1) These areas were increased to reflect staff's estimate of 1985 spending levels. Services under general administration have been adjusted to provide security services for the new facility.

JOLIET MASS TRANSIT DISTRICT

OPERATING DATA

FY '85
(PROJECTED)

| | |
|-----------------------------------|-----------|
| Total Vehicle Miles: | 969,403 |
| Total Vehicle Hours: | 65,741 |
| Ridership: | 1,516,773 |
| Peak Period Vehicle Requirements: | 25 |
| Personnel Requirements: | |
| Operations | 46 |
| Maintenance | 12 |
| Non Vehicle Maintenance | 1 |
| General Administration | 7 |
| Total | 66 |

| <u>Fare Structure</u> | |
|----------------------------|-----|
| Full Fare | .60 |
| Reduce Fare | .25 |
| Universal Transfer | .40 |
| Reduced Universal Transfer | .25 |

CARRIER BUDGET SUMMARY 1985

| | 1983 ACTUAL (JAN-DEC) | PROJECTED RESULTS 1984 | CARRIER PROPOSED 1985 | STAFF RECOMMENDED 1985 | NOTES |
|--------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-------|
| REVENUES | | | | | |
| PASSENGER REVENUES | \$ 0 | \$ 26,638 | \$ 0 | \$ 25,000 | |
| TOTAL REVENUES | \$ 0 | \$ 26,638 | \$ 0 | \$ 25,000 | |
| OPERATIONS EXPENSE | | | | | |
| LABOR | \$ 0 | \$ 36,047 | \$ 0 | \$ 36,567 | |
| FRINGE BENEFITS | \$ 0 | \$ 13,215 | \$ 0 | \$ 13,497 | |
| PARTS/SUPPLIES | \$ 0 | \$ 13,722 | \$ 0 | \$ 13,519 | |
| SUB-TOTAL | \$ 0 | \$ 62,984 | \$ 0 | \$ 63,893 | |
| MAINTENANCE EXPENSE | | | | | |
| LABOR | \$ 0 | \$ 2,093 | \$ 0 | \$ 2,114 | |
| FRINGE BENEFITS | \$ 0 | \$ 1,857 | \$ 0 | \$ 1,888 | |
| PARTS/SUPPLIES | \$ 0 | \$ 655 | \$ 0 | \$ 655 | |
| SUB-TOTAL | \$ 0 | \$ 4,595 | \$ 0 | \$ 4,667 | |
| GENERAL ADMINISTRATION EXPENSE | | | | | |
| OTHER | \$ 0 | \$ 1,419 | \$ 0 | \$ 1,440 | |
| SUB-TOTAL | \$ 0 | \$ 1,419 | \$ 0 | \$ 1,440 | |
| TOTAL EXPENSE | \$ 0 | \$ 68,998 | \$ 0 | \$ 70,000 | |
| DEFICIT | \$ 0 | \$ 42,360 | \$ 0 | \$ 45,080 | |
| RECOVERY RATE | •0000 | •3860 | •0000 | •3571 | |

MELROSE PARK

The Village of Melrose Park did not submit a budget proposal for 1985. Staff has provided for a continuation of current service with a moderate increase in costs. Staff is working with the carrier to improve reporting practices.

VILLAGE OF MELROSE PARK

OPERATING DATA

1985
(PROJECTED)

| | |
|-----------------------------------|--------|
| Total Vehicle Miles: | 55,000 |
| Total Vehicle Hours: | 3,600 |
| Ridership: | 42,000 |
| Peak Period Vehicle Requirements: | 2 |
| Personnel Requirements: | |
| Operations | 2 |
| Maintenance | - |
| Non Vehicle Maintenance | - |
| General Administration | - |
| Total | 2 |

Fare Structure

The carrier does not charge a fare, the revenue amount shown is the local subsidy calculated at 60¢ per rider.

CARRIER BUDGET SUMMARY 1985

| | 1983 ACTUAL (JAN-DEC) | PROJECTED RESULTS 1984 | CARRIER PROPOSED 1985 | STAFF RECOMMENDED 1985 | NOTES |
|---------------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-------|
| REVENUES | | | | | |
| PASSENGER REVENUES | \$ 154,484 | \$ 173,712 | \$ 0 | \$ 175,745 | |
| TOTAL REVENUES | \$ 154,484 | \$ 173,712 | \$ 0 | \$ 175,745 | |
| OPERATIONS EXPENSE | | | | | |
| LABOR | \$ -6,209 | \$ 0 | \$ 0 | \$ 0 | 0 |
| FRINGE BENEFITS | \$ -1,234 | \$ 0 | \$ 0 | \$ 0 | 0 |
| OTHER | \$ 477,664 | \$ 538,973 | \$ 0 | \$ 571,689 | |
| SUB-TOTAL | \$ 470,221 | \$ 538,973 | \$ 0 | \$ 571,689 | |
| GENERAL ADMINISTRATION EXPENSE | | | | | |
| LABOR | \$ 35,009 | \$ 26,136 | \$ 0 | \$ 25,406 | |
| FRINGE BENEFITS | \$ 8,308 | \$ 7,440 | \$ 0 | \$ 7,884 | |
| SERVICES | \$ 8,108 | \$ 3,349 | \$ 0 | \$ 3,336 | |
| UTILITIES | \$ 380 | \$ 594 | \$ 0 | \$ 680 | |
| OTHER | \$ 2,592 | \$ 3,109 | \$ 0 | \$ 2,151 | |
| SUB-TOTAL | \$ 54,397 | \$ 40,628 | \$ 0 | \$ 39,457 | |
| TOTAL EXPENSE | \$ 524,618 | \$ 579,601 | \$ 0 | \$ 611,146 | |
| DEFICIT | \$ 370,134 | \$ 405,889 | \$ 0 | \$ 435,401 | |
| RECOVERY RATE | .2944 | .2997 | .0000 | .2875 | |

NAPERVILLE

The Village of Naperville did not submit a budget proposal for 1985. Staff has provided for a continuation of present service with a moderate increase in costs. Services in Naperville are provided by a private contractor (Commuter Bus Systems). The cost shown under operations expense reflects the cost of the contract. The Village's charges for supervision of the contract are shown in the administration area.

CITY OF NAPERVILLE

OPERATING DATA

1985
(PROJECTED)

| | |
|-----------------------------------|---------|
| Total Vehicle Miles: | N/A |
| Total Vehicle Hours: | N/A |
| Ridership: | 330,400 |
| Peak Period Vehicle Requirements: | N/A |
| Personnel Requirements: | |
| Operations | N/A |
| Maintenance | N/A |
| Non Vehicle Maintenance | N/A |
| General Administration | 1 |
| Total | 1 |

| <u>Fare Structure</u> | |
|----------------------------|-----|
| Full Fare | .60 |
| Reduce Fare | .25 |
| Universal Transfer | .40 |
| Reduced Universal Transfer | .25 |

CARRIER BUDGET SUMMARY 1985

| | 1983 ACTUAL (JAN-DEC) | PROJECTED RESULTS 1984 | CARRIER PROPOSED 1985 | STAFF RECOMMENDED 1985 | NOTES |
|--------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-------|
| REVENUES | | | | | |
| PASSENGER REVENUES | \$ 234,116 | \$ 192,099 | \$ 187,069 | \$ 187,069 | |
| TOTAL REVENUES | \$ 234,116 | \$ 192,099 | \$ 187,069 | \$ 187,069 | |
| OPERATIONS EXPENSE | | | | | |
| LABOR | \$ 245,139 | \$ 228,883 | \$ 230,453 | \$ 230,453 | |
| FRINGE BENEFITS | \$ 25,421 | \$ 40,207 | \$ 31,328 | \$ 31,328 | |
| SERVICES | \$ 0 | \$ 104 | \$ 0 | \$ 0 | |
| PARTS/SUPPLIES | \$ 35,216 | \$ 0 | \$ 0 | \$ 0 | |
| OTHER | \$ 2,834 | \$ 0 | \$ 0 | \$ 0 | |
| SUB-TOTAL | \$ 308,610 | \$ 269,194 | \$ 261,781 | \$ 261,781 | |
| MAINTENANCE EXPENSE | | | | | |
| LABOR | \$ 11,304 | \$ 54,768 | \$ 54,792 | \$ 54,792 | |
| FRINGE BENEFITS | \$ 3,650 | \$ 13,405 | \$ 12,227 | \$ 12,227 | |
| SERVICES | \$ 0 | \$ 1,368 | \$ 2,000 | \$ 2,000 | |
| PARTS/SUPPLIES | \$ 6,179 | \$ 37,079 | \$ 36,150 | \$ 36,150 | |
| SUB-TOTAL | \$ 21,133 | \$ 106,620 | \$ 105,169 | \$ 105,169 | |
| GENERAL ADMINISTRATION EXPENSE | | | | | |
| LABOR | \$ 10,643 | \$ 16,300 | \$ 16,453 | \$ 16,453 | |
| FRINGE BENEFITS | \$ 1,042 | \$ 2,329 | \$ 2,354 | \$ 2,354 | |
| PARTS/SUPPLIES | \$ 0 | \$ 2,421 | \$ 0 | \$ 0 | |
| UTILITIES | \$ 0 | \$ 709 | \$ 8,750 | \$ 8,750 | |
| OTHER | \$ 0 | \$ 2,693 | \$ 1,755 | \$ 1,755 | |
| SUB-TOTAL | \$ 11,685 | \$ 24,452 | \$ 29,712 | \$ 29,312 | |
| TOTAL EXPENSE | \$ 341,428 | \$ 400,266 | \$ 396,262 | \$ 396,262 | |
| DEFICIT | \$ 107,312 | \$ 208,167 | \$ 209,193 | \$ 209,193 | |
| RECOVERY RATE | .6856 | .4799 | .4720 | .4720 | |

NILES

The staff recommended budget for 1985 is based on the carrier proposal for 1985.

VILLAGE OF NILES

OPERATING DATA

1985
(PROJECTED)

| | |
|-----------------------------------|---------|
| Total Vehicle Miles: | 263,763 |
| Total Vehicle Hours: | 20,811 |
| Ridership: | 415,500 |
| Peak Period Vehicle Requirements: | 7 |
| Personnel Requirements: | |
| Operations | 16 |
| Maintenance | 2 |
| Non Vehicle Maintenance | 0 |
| General Administration | .5 |
| Total | 18.50 |

Fare Structure

Niles provides its service free of charge. The Village provides a subsidy equal to 60¢ for adult riders and 25¢ for elderly riders.

CARRIER BUDGET SUMMARY 1985

| | 1983 ACTUAL (JAN-DEC) | PROJECTED RESULTS 1984 | CARRIER PROPOSED 1985 | STAFF RECOMMENDED 1985 | NOTES |
|---------------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-------|
| REVENUES | | | | | |
| PASSENGER REVENUES | \$ 3,580,310 | \$ 3,599,245 | \$ 3,725,796 | \$ 3,785,796 | 1 |
| OTHER REVENUES | \$ 64,020 | \$ 112,669 | \$ 85,150 | \$ 85,150 | |
| TOTAL REVENUES | \$ 3,644,330 | \$ 3,711,914 | \$ 3,810,946 | \$ 3,870,946 | |
| OPERATIONS EXPENSE | | | | | |
| LABOR | \$ 4,071,508 | \$ 4,300,439 | \$ 4,465,005 | \$ 4,465,005 | |
| FRINGE BENEFITS | \$ 1,454,089 | \$ 1,501,511 | \$ 1,758,303 | \$ 1,758,303 | |
| SERVICES | \$ 0 | \$ 527 | \$ 210 | \$ 210 | |
| PARTS/SUPPLIES | \$ 68,937 | \$ 39,603 | \$ 51,250 | \$ 51,250 | |
| OTHER | \$ 0 | \$ 0 | \$ 65 | \$ 65 | |
| SUB-TOTAL | \$ 5,594,534 | \$ 5,842,080 | \$ 6,274,833 | \$ 6,274,833 | |
| MAINTENANCE EXPENSE | | | | | |
| LABOR | \$ 992,724 | \$ 1,030,676 | \$ 1,220,413 | \$ 1,220,413 | |
| FRINGE BENEFITS | \$ 365,318 | \$ 397,825 | \$ 474,625 | \$ 474,625 | |
| SERVICES | \$ 306,086 | \$ 141,569 | \$ 492,105 | \$ 24,105 | 2 |
| PARTS/SUPPLIES | \$ 648,232 | \$ 764,410 | \$ 829,356 | \$ 829,356 | |
| OTHER | \$ -756 | \$ -1,203 | \$ 0 | \$ 0 | |
| SUB-TOTAL | \$ 2,311,604 | \$ 2,333,277 | \$ 3,016,499 | \$ 2,548,499 | |
| NON-VEHICLE MAINT. EXPENSE | | | | | |
| LABOR | \$ 63,634 | \$ 65,537 | \$ 68,831 | \$ 68,831 | |
| FRINGE BENEFITS | \$ 21,018 | \$ 24,339 | \$ 26,210 | \$ 26,210 | |
| SERVICES | \$ 36,172 | \$ 23,656 | \$ 34,915 | \$ 34,915 | |
| PARTS/SUPPLIES | \$ 94,659 | \$ 125,231 | \$ 110,345 | \$ 110,345 | |
| OTHER | \$ 6,236 | \$ 5,083 | \$ 7,930 | \$ 7,930 | |
| SUB-TOTAL | \$ 221,719 | \$ 243,846 | \$ 248,231 | \$ 248,231 | |
| GENERAL ADMINISTRATION EXPENSE | | | | | |
| LABOR | \$ 332,659 | \$ 386,508 | \$ 409,536 | \$ 409,536 | |
| FRINGE BENEFITS | \$ 90,185 | \$ 100,525 | \$ 125,815 | \$ 125,815 | |
| SERVICES | \$ 104,490 | \$ 77,000 | \$ 171,479 | \$ 171,479 | |
| PARTS/SUPPLIES | \$ 16,243 | \$ 19,741 | \$ 21,671 | \$ 21,671 | |
| UTILITIES | \$ 78,494 | \$ 87,930 | \$ 89,600 | \$ 89,600 | |
| OTHER | \$ 29,840 | \$ 52,394 | \$ 47,577 | \$ 47,577 | |
| SUB-TOTAL | \$ 651,911 | \$ 724,099 | \$ 865,678 | \$ 865,678 | |
| TOTAL EXPENSE | \$ 8,779,768 | \$ 9,143,301 | \$ 10,405,241 | \$ 9,937,241 | |
| DEFICIT | \$ 5,135,438 | \$ 5,431,387 | \$ 6,594,295 | \$ 6,066,295 | |
| RECOVERY RATE | .4150 | .4059 | .3662 | .3295 | |

NORTRAN

The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Passenger revenues have been adjusted to reflect staff's forecast of increased ridership.
- 2) Maintenance services have been adjusted to reflect the centralized engine rebuilding program. These costs are included in the centralized support budget.

NORTTRAN (NORTH SUBURBAN MASS TRANSIT DISTRICT)

OPERATING DATA

1985
(PROJECTED)

| | |
|-----------------------------------|-----------|
| Total Vehicle Miles: | 4,375,000 |
| Total Vehicle Hours: | 317,154 |
| Ridership: | 9,382,000 |
| Peak Period Vehicle Requirements: | 104 |
| Personnel Requirements: | |
| Operations | 175 |
| Maintenance | 45 |
| Non Vehicle Maintenance | 3 |
| General Administration | <u>18</u> |
| Total | 241 |

| <u>Fare Structure</u> | (R) | (L) | (E) |
|----------------------------|-----|-----|------|
| Full Fare | .90 | .60 | 2.25 |
| Reduce Fare | .40 | .25 | 1.05 |
| Universal Transfer | .10 | .40 | .10 |
| Reduced Universal Transfer | .10 | .25 | .10 |

R = Regular, Intercommunity Routes

L = Local Suburban and Commuter Rail feeder Routes

E = Express Routes

CARRIER BUDGET SUMMARY 1985

| | 1983 ACTUAL (JAN-DEC) | PROJECTED RESULTS 1984 | CARRIER PROPOSED 1985 | STAFF RECOMMENDED 1985 | NOTES |
|--------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-------|
| REVENUES | | | | | |
| PASSENGER REVENUES | \$ 625,888 | \$ 702,415 | \$ 777,500 | \$ 737,500 | |
| OTHER REVENUES | \$ 116,861 | \$ 91,643 | \$ 100,000 | \$ 100,000 | |
| TOTAL REVENUES | \$ 742,749 | \$ 794,058 | \$ 837,500 | \$ 837,500 | |
| OPERATIONS EXPENSE | | | | | |
| LABOR | \$ 904,628 | \$ 1,086,241 | \$ 1,201,750 | \$ 1,194,005 | 1 |
| FRINGE BENEFITS | \$ 363,035 | \$ 531,284 | \$ 593,605 | \$ 593,605 | |
| PARTS/SUPPLIES | \$ 6,969 | \$ 4,614 | \$ 4,550 | \$ 4,550 | |
| OTHER | \$ 28,255 | \$ 0 | \$ 0 | \$ 0 | |
| SUB-TOTAL | \$ 1,302,827 | \$ 1,622,139 | \$ 1,729,905 | \$ 1,722,246 | |
| MAINTENANCE EXPENSE | | | | | |
| LABOR | \$ 243,993 | \$ 265,647 | \$ 330,760 | \$ 317,565 | 1 |
| FRINGE BENEFITS | \$ 105,862 | \$ 136,616 | \$ 145,615 | \$ 144,588 | |
| SERVICES | \$ 2,932 | \$ 17,809 | \$ 28,525 | \$ 11,410 | 2 |
| PARTS/SUPPLIES | \$ 204,241 | \$ 104,006 | \$ 114,700 | \$ 114,460 | |
| OTHER | \$ 6,650 | \$ 0 | \$ 0 | \$ 0 | |
| SUB-TOTAL | \$ 563,678 | \$ 524,078 | \$ 619,600 | \$ 587,963 | |
| NON-VEHICLE MAINT. EXPENSE | | | | | |
| FRINGE BENEFITS | \$ 0 | \$ 209 | \$ 0 | \$ 0 | 0 |
| SERVICES | \$ 2,987 | \$ 2,527 | \$ 22,045 | \$ 22,045 | |
| PARTS/SUPPLIES | \$ 35,873 | \$ 39,392 | \$ 13,650 | \$ 13,650 | |
| OTHER | \$ 0 | \$ 0 | \$ 0 | \$ 0 | 0 |
| SUB-TOTAL | \$ 38,860 | \$ 42,128 | \$ 35,695 | \$ 35,695 | |
| GENERAL ADMINISTRATION EXPENSE | | | | | |
| LABOR | \$ 103,038 | \$ 65,994 | \$ 59,280 | \$ 59,280 | |
| FRINGE BENEFITS | \$ 37,698 | \$ 55,360 | \$ 34,725 | \$ 34,725 | |
| SERVICES | \$ 32,933 | \$ 12,731 | \$ 15,500 | \$ 15,500 | |
| PARTS/SUPPLIES | \$ 7,739 | \$ 7,841 | \$ 8,850 | \$ 8,850 | |
| UTILITIES | \$ 30,809 | \$ 37,012 | \$ 44,065 | \$ 40,155 | 3 |
| OTHER | \$ 37,130 | \$ 15,170 | \$ 8,435 | \$ 8,435 | |
| SUB-TOTAL | \$ 249,347 | \$ 194,108 | \$ 170,855 | \$ 166,945 | |
| TOTAL EXPENSE | \$ 2,154,712 | \$ 2,392,453 | \$ 2,556,056 | \$ 2,512,743 | |
| DEFICIT | \$ 1,411,963 | \$ 1,588,395 | \$ 1,718,555 | \$ 1,675,343 | |
| RECOVERY RATE | .3447 | .3332 | .3276 | .3332 | |

OAK LAWN

The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Operations and maintenance labor have been adjusted to reflect staff's estimate of labor hours.
- 2) Maintenance services have been adjusted to reflect the centralized engine rebuilding program. These costs are included in the centralized support budget.
- 3) Utilities expense has been adjusted to allow for a more moderate rate of increase.

TRANSIT MANAGEMENT OF OAK LAWN

OPERATING DATA

1985
(PROJECTED)

| | |
|-----------------------------------|------------|
| Total Vehicle Miles: | 1,115,000 |
| Total Vehicle Hours: | 80,000 |
| Ridership: | 1,891,573 |
| Peak Period Vehicle Requirements: | 29 |
| Personnel Requirements: | |
| Operations | 51.5 |
| Maintenance | 12.5 |
| Non Vehicle Maintenance | 0 |
| General Administration | <u>2.5</u> |
| Total | 66.50 |

| <u>Fare Structure</u> | | <u>Demonstration</u> |
|----------------------------|-----|----------------------|
| Full Fare | .90 | .60 |
| Reduce Fare | .40 | .25 |
| Universal Transfer | .10 | .40 |
| Reduced Universal Transfer | .10 | .25 |

Oak Lawn will be conducting a fare demonstration beginning in November 1984.

CARRIER BUDGET SUMMARY 1985

| | 1983 ACTUAL (JAN-DEC) | PROJECTED RESULTS 1984 | CARRIER PROPOSED 1985 | STAFF RECOMMENDED 1985 | NOTE |
|---------------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|------|
| REVENUES | | | | | |
| PASSENGER REVENUES | \$ 404,951 | \$ 552,396 | \$ 573,815 | \$ 573,815 | |
| OTHER REVENUES | \$ 15,654 | \$ 13,318 | \$ 14,000 | \$ 14,000 | |
| TOTAL REVENUES | \$ 420,605 | \$ 565,714 | \$ 587,815 | \$ 587,815 | |
| OPERATIONS EXPENSE | | | | | |
| LABOR | \$ 831,644 | \$ 931,961 | \$ 1,062,420 | \$ 973,793 | 1 |
| FRINGE BENEFITS | \$ 311,509 | \$ 351,186 | \$ 373,385 | \$ 363,270 | 1 |
| SERVICES | \$ 1,419 | \$ 0 | \$ 0 | \$ 0 | |
| PARTS/SUPPLIES | \$ 4,827 | \$ 5,478 | \$ 6,145 | \$ 6,145 | |
| OTHER | \$ 36 | \$ 263 | \$ 300 | \$ 400 | |
| SUB-TOTAL | \$ 1,149,435 | \$ 1,288,888 | \$ 1,442,250 | \$ 1,343,608 | |
| MAINTENANCE EXPENSE | | | | | |
| LABOR | \$ 242,587 | \$ 293,475 | \$ 315,980 | \$ 287,528 | 1 |
| FRINGE BENEFITS | \$ 89,620 | \$ 117,808 | \$ 125,865 | \$ 122,263 | 1 |
| SERVICES | \$ 0 | \$ 0 | \$ 0 | \$ 0 | |
| PARTS/SUPPLIES | \$ 155,318 | \$ 164,233 | \$ 207,900 | \$ 207,900 | |
| OTHER | \$ 0 | \$ 0 | \$ 0 | \$ 0 | |
| SUB-TOTAL | \$ 487,525 | \$ 575,516 | \$ 649,745 | \$ 617,691 | |
| NON-VEHICLE MAINT. EXPENSE | | | | | |
| SERVICES | \$ 1,461 | \$ 2,661 | \$ 2,755 | \$ 2,755 | |
| PARTS/SUPPLIES | \$ 28,199 | \$ 10,743 | \$ 12,520 | \$ 12,520 | |
| OTHER | \$ 0 | \$ 0 | \$ 0 | \$ 0 | |
| SUB-TOTAL | \$ 29,650 | \$ 13,404 | \$ 15,275 | \$ 15,275 | |
| GENERAL ADMINISTRATION EXPENSE | | | | | |
| LABOR | \$ 41,693 | \$ 47,147 | \$ 35,585 | \$ 32,373 | 1 |
| FRINGE BENEFITS | \$ 13,209 | \$ 13,811 | \$ 16,100 | \$ 15,694 | 1 |
| SERVICES | \$ 9,701 | \$ 6,162 | \$ 16,000 | \$ 16,000 | |
| PARTS/SUPPLIES | \$ 13,754 | \$ 10,237 | \$ 11,620 | \$ 10,620 | 2 |
| UTILITIES | \$ 37,513 | \$ 54,432 | \$ 67,810 | \$ 57,022 | 2 |
| OTHER | \$ 9,690 | \$ 17,901 | \$ 17,505 | \$ 18,480 | 3 |
| SUB-TOTAL | \$ 125,560 | \$ 149,690 | \$ 164,620 | \$ 150,159 | |
| TOTAL EXPENSE | \$ 1,792,170 | \$ 2,027,498 | \$ 2,271,290 | \$ 2,126,733 | |
| DEFICIT | \$ 1,371,565 | \$ 1,461,734 | \$ 1,683,475 | \$ 1,538,918 | |
| RECOVERY RATE | .2746 | .2790 | .2588 | .2763 | |

WAUKEGAN

The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Operations and maintenance labor have been adjusted to reflect staff's estimate of labor hours. Fringe benefits have been adjusted accordingly.
- 2) These areas were adjusted to allow for a more reasonable rate of increase.
- 3) This was adjusted to reflect staff anticipated spending levels.

TRANSIT MANAGEMENT OF WAUKEGAN

OPERATING DATA

FY '85
(PROJECTED)

| | |
|-----------------------------------|-----------|
| Total Vehicle Miles: | 1,100,000 |
| Total Vehicle Hours: | 62,976 |
| Ridership: | 1,314,795 |
| Peak Period Vehicle Requirements: | 21 |
| Personnel Requirements: | |
| Operations | 44 |
| Maintenance | 12 |
| Non Vehicle Maintenance | 0 |
| General Administration | 2 |
| Total | 58 |

| Fare Structure | (L) | (T) |
|----------------------------|-----|-----|
| Full Fare | .60 | .90 |
| Reduce Fare | .25 | .40 |
| Universal Transfer | .40 | .10 |
| Reduced Universal Transfer | .25 | .10 |

L = Local Suburban and Commuter Rail feeder Routes

T = Non-Local Routes

WESTTOWNS

CARRIER BUDGET SUMMARY 1985

| | 1983 ACTUAL (JAN-DEC) | PROJECTED RESULTS 1984 | CARRIER PROPOSED 1985 | STAFF RECOMMENDED 1985 | NOTES |
|--------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-------|
| REVENUES | | | | | |
| PASSENGER REVENUES | \$ 2,485,162 | \$ 3,011,922 | \$ 3,170,208 | \$ 3,262,500 | 1 |
| OTHER REVENUES | \$ 70,114 | \$ 69,402 | \$ 64,400 | \$ 64,400 | |
| TOTAL REVENUES | \$ 2,555,276 | \$ 3,081,324 | \$ 3,234,608 | \$ 3,326,900 | |
| OPERATIONS EXPENSE | | | | | |
| LABOR | \$ 3,392,121 | \$ 3,725,407 | \$ 4,556,825 | \$ 4,294,818 | 2 |
| FRINGE BENEFITS | \$ 1,439,892 | \$ 1,749,948 | \$ 2,318,037 | \$ 1,940,513 | 2 |
| PARTS/SUPPLIES | \$ 10,215 | \$ 13,348 | \$ 25,985 | \$ 13,500 | 3 |
| OTHER | \$ 555 | \$ 99 | \$ 5,300 | \$ 0 | |
| SUB-TOTAL | \$ 4,842,783 | \$ 5,488,802 | \$ 6,906,147 | \$ 6,306,631 | |
| MAINTENANCE EXPENSE | | | | | |
| LABOR | \$ 895,234 | \$ 996,800 | \$ 1,164,810 | \$ 1,052,528 | 2 |
| FRINGE BENEFITS | \$ 370,722 | \$ 433,644 | \$ 534,674 | \$ 492,667 | 2 |
| SERVICES | \$ 3,198 | \$ 6,060 | \$ 77,800 | \$ 52,800 | 5 |
| PARTS/SUPPLIES | \$ 617,842 | \$ 614,422 | \$ 620,270 | \$ 640,270 | 4 |
| OTHER | \$ 0 | \$ 0 | \$ 0 | \$ 0 | |
| SUB-TOTAL | \$ 1,886,996 | \$ 2,050,926 | \$ 2,397,554 | \$ 2,238,265 | |
| NON-VEHICLE MAINT. EXPENSE | | | | | |
| LABOR | \$ 43,9255 | \$ 59,385 | \$ 26,370 | \$ 23,620 | 2 |
| FRINGE BENEFITS | \$ 31,780 | \$ 19,928 | \$ 12,660 | \$ 12,233 | 2 |
| SERVICES | \$ 5,559 | \$ 8,556 | \$ 11,045 | \$ 11,045 | |
| PARTS/SUPPLIES | \$ 80,623 | \$ 120,944 | \$ 100,000 | \$ 25,000 | 3 |
| OTHER | \$ 5,603 | \$ 13,961 | \$ 2,585 | \$ 2,585 | |
| SUB-TOTAL | \$ 166,820 | \$ 222,774 | \$ 152,660 | \$ 74,483 | |
| GENERAL ADMINISTRATION EXPENSE | | | | | |
| LABOR | \$ 136,168 | \$ 138,731 | \$ 259,125 | \$ 217,480 | 2 |
| FRINGE BENEFITS | \$ 56,432 | \$ 70,398 | \$ 135,825 | \$ 113,405 | 2 |
| SERVICES | \$ 44,873 | \$ 48,195 | \$ 41,190 | \$ 41,190 | |
| PARTS/SUPPLIES | \$ 24,678 | \$ 21,775 | \$ 24,300 | \$ 24,300 | |
| UTILITIES | \$ 87,813 | \$ 96,711 | \$ 110,250 | \$ 110,250 | |
| OTHER | \$ 150,271 | \$ 165,632 | \$ 189,115 | \$ 178,235 | 3 |
| SUB-TOTAL | \$ 500,235 | \$ 541,442 | \$ 759,805 | \$ 684,910 | |
| TOTAL EXPENSE | \$ 7,396,834 | \$ 8,303,944 | \$ 10,216,166 | \$ 9,304,979 | |
| DEFICIT | \$ 4,841,558 | \$ 5,222,620 | \$ 6,981,558 | \$ 5,977,339 | |
| RECOVERY RATE | • 7454 | • 3716 | • 3166 | • 3575 | |

WEST TOWNS

West Towns services have been expanded during late 1983 and early 1984. Additional expansion is planned in late 1984, the large growth in expense from 1984 to 1985 is primarily a result of service expansion. The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Passenger revenues have been adjusted to allow for staff's higher ridership estimate.
- 2) Labor and fringes have been adjusted to reflect staff estimate of labor hours and corresponding fringe benefit costs.
- 3) These areas were reduced to allow for a more reasonable rate of increase. Building repairs in excess of the reduced budget amount will be provided directly by SBD.
- 4) Maintenance parts/supplies have been increased to reflect staff anticipated spending levels.
- 5) Maintenance services were reduced to reflect the centralized engine rebuilding program. These costs are included in the centralized support budget.

TRANSIT MANAGEMENT OF WEST TOWNS

OPERATING DATA

1985
(PROJECTED)

| | |
|-----------------------------------|-----------|
| Total Vehicle Miles: | 2,972,000 |
| Total Vehicle Hours: | 216,700 |
| Ridership: | 2,631,500 |
| Peak Period Vehicle Requirements: | 73 |
| Personnel Requirements: | |
| Operations | 141 |
| Maintenance | 40 |
| Non Vehicle Maintenance | 1 |
| General Administration | 9.5 |
| Total | 191.50 |

Fare Structure*

| | |
|----------------------------|-----|
| Full Fare | .60 |
| Reduce Fare | .25 |
| Universal Transfer | .40 |
| Reduced Universal Transfer | .25 |

*West Towns is presently conducting a fare demonstration consisting of a 60¢ base fare with a 40¢ transfer, instead of the standard 90¢ fare/10¢ transfer structure.

CARRIER BUDGET SUMMARY 1985

| | 1983 ACTUAL (JAN-DEC) | PROJECTED RESULTS 1984 | CARRIER PROPOSED 1985 | STAFF RECOMMENDED 1985 | NOTE |
|---------------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|------|
| REVENUES | | | | | |
| PASSENGER REVENUES | \$ 431,352 | \$ 434,196 | \$ 439,438 | \$ 446,572 | |
| OTHER REVENUES | \$ 8,900 | \$ 7,107 | \$ 8,100 | \$ 8,100 | |
| TOTAL REVENUES | \$ 440,252 | \$ 441,303 | \$ 448,038 | \$ 454,672 | |
| OPERATIONS EXPENSE | | | | | |
| LABOR | \$ 390,010 | \$ 427,855 | \$ 458,525 | \$ 458,525 | |
| FRINGE BENEFITS | \$ 102,204 | \$ 115,332 | \$ 131,484 | \$ 131,484 | |
| PARTS/SUPPLIES | \$ 7,183 | \$ 4,106 | \$ 5,100 | \$ 5,100 | |
| OTHER | \$ 359 | \$ 330 | \$ 450 | \$ 450 | |
| SUB-TOTAL | \$ 499,756 | \$ 547,623 | \$ 595,559 | \$ 595,559 | |
| MAINTENANCE EXPENSE | | | | | |
| LABOR | \$ 65,696 | \$ 70,695 | \$ 93,668 | \$ 83,014 | 2 |
| FRINGE BENEFITS | \$ 21,975 | \$ 16,377 | \$ 26,058 | \$ 26,712 | |
| SERVICES | \$ 16,708 | \$ 12,914 | \$ 18,550 | \$ 7,420 | 3 |
| NON-VEHICLE MAINT. EXPENSE | | | | | |
| PARTS/SUPPLIES | \$ 56,186 | \$ 51,711 | \$ 57,600 | \$ 54,717 | 4 |
| OTHER | \$ 4,770 | \$ 6,701 | \$ 6,200 | \$ 6,200 | |
| SUB-TOTAL | \$ 165,535 | \$ 158,398 | \$ 204,076 | \$ 178,063 | |
| GENERAL ADMINISTRATION EXPENSE | | | | | |
| LABOR | \$ 13,141 | \$ 13,774 | \$ 14,787 | \$ 14,787 | |
| FRINGE BENEFITS | \$ 2,739 | \$ 2,771 | \$ 3,663 | \$ 3,663 | |
| SERVICES | \$ 1,440 | \$ 2,111 | \$ 4,825 | \$ 3,925 | 4 |
| PARTS/SUPPLIES | \$ 1,122 | \$ 625 | \$ 1,100 | \$ 800 | |
| UTILITIES | \$ 291 | \$ 1,078 | \$ 1,400 | \$ 1,400 | |
| OTHER | \$ 4,749 | \$ 2,434 | \$ 4,575 | \$ 4,575 | |
| SUB-TOTAL | \$ 23,482 | \$ 22,793 | \$ 30,350 | \$ 29,150 | |
| TOTAL EXPENSE | \$ 688,773 | \$ 728,814 | \$ 829,985 | \$ 802,772 | |
| DEFICIT | \$ 248,521 | \$ 287,511 | \$ 381,947 | \$ 348,100 | |
| RECOVERY RATE | .6391 | .6055 | .5398 | .5663 | |

WILMETTE

The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Passenger revenues have been adjusted to reflect staff's higher ridership estimate.
- 2) Maintenance labor has been adjusted to reflect staff estimate of labor hours. Though an expansion in maintenance hours has been provided.
- 3) Maintenance service has been adjusted to reflect the centralized engine rebuilding program. These costs are included in the centralized support budget.
- 4) These areas were adjusted to allow for a more reasonable rate of increase.

VILLAGE OF WILMETTE

OPERATING DATA

FY '85
(PROJECTED)

| | |
|-----------------------------------|-----------|
| Total Vehicle Miles: | 428,000 |
| Total Vehicle Hours: | 34,600 |
| Ridership: | 1,283,992 |
| Peak Period Vehicle Requirements: | 14 |
| Personnel Requirements: | |
| Operations | 25 |
| Maintenance | .25 |
| Non Vehicle Maintenance | 0 |
| General Administration | .50 |
| Total | 29.75 |

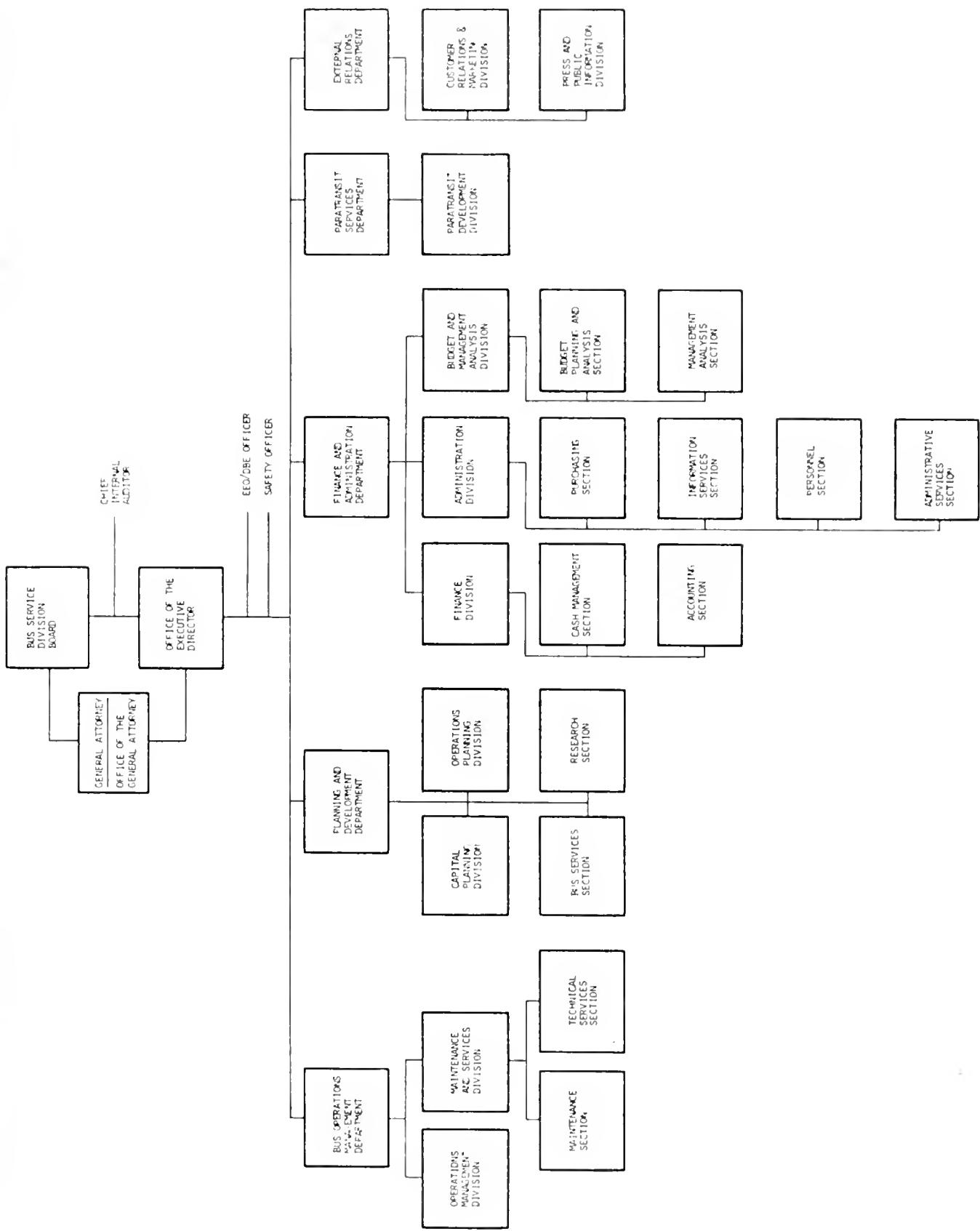
| <u>Fare Structure</u> | |
|----------------------------|-----|
| Full Fare | .60 |
| Reduce Fare | .25 |
| Universal Transfer | .40 |
| Reduced Universal Transfer | .25 |

1985 ADMINISTRATION BUDGET

The following pages present a detailed listing of the Suburban Bus Division's Administrative Budget. The total cost for Administrative support is estimated at \$8.5 million for 1985. This represents the entire cost of the autonomous operation of the Suburban Bus Division as an independent entity. As can be seen from the following detail the administrative support requirements are very substantial. The majority of the Bus Divisions 156 positions perform in direct support capacity to the Suburban Carriers. Significant efficiencies and cost savings are achieved by the consolidation of functions and procedures at the Division Level. Through judicious use of funds and the direction of the Executive Director, SBD will be able to plan, control, coordinate and support our regions suburban bus services.

Suburban Bus Division

Organization Chart



PROPOSED 1985
ADMINISTRATIVE BUDGET

| | |
|-------------------------------|------------------|
| WAGES AND SALARIES | \$3,885,000 |
| FRINGE BENEFITS | <u>1,352,000</u> |
| TOTAL WAGES & FRINGE BENEFITS | \$5,237,000 |

SUPPORT

| | |
|------------------------------|---------------|
| Space Rents | \$ 565,000 |
| Furniture and Equipment | 200,000 |
| Copy and Reproduction Rental | 115,000 |
| Equipment Rental | 10,000 |
| Telephone | 152,000 |
| Utilities | 198,000 |
| Dues/Publications | 35,000 |
| Postage | 35,000 |
| Printing | 40,000 |
| Office Supplies | 50,000 |
| Copy/Reproduction Supplies | 110,000 |
| Other Commodities | 10,000 |
| Local Travel | 40,000 |
| Business Expense | 10,000 |
| Travel Out of Region | <u>50,000</u> |
| TOTAL SUPPORT | \$1,620,000 |

SERVICES

| | |
|---------------------|---------------|
| Legal Services | \$ 74,000 |
| Audit Services | 183,000 |
| Temporary Help | 100,000 |
| Consulting Services | 100,000 |
| Data Services | 705,000 |
| Other Services | <u>41,000</u> |
| TOTAL SERVICES | \$1,203,000 |

RELOCATION

| | |
|--------------------------------|--------------------|
| Facilities Renovation & Moving | \$ 345,000 |
| SERVICE BOARD | \$ 95,000 |
| GRAND TOTAL | <u>\$8,500,000</u> |

BUS SERVICE DIVISION BOARD

| TITLE | RANGE | SALARY |
|------------------------|---------------------|----------|
| SECRETARY TO THE BOARD | \$18,165 - \$27,247 | \$18,165 |

OFFICE OF THE EXECUTIVE DIRECTOR

| TITLE | GRADE | CLASS |
|---------------------------|----------|----------|
| ACTING EXECUTIVE DIRECTOR | 5 | CLASS 10 |
| SAFETY OFFICER | \$30,720 | \$41,180 |
| EEO/DBE OFFICER | \$30,720 | \$41,180 |
| EEO SPECIALIST | \$21,470 | \$27,710 |
| SAFETY ANALYST | \$18,165 | \$22,247 |
| ADMIN ASSISTANT | \$18,165 | \$22,247 |
| EXECUTIVE SECRETARY | \$15,086 | \$19,500 |

* TO BE DETERMINED BY THE BOARD OF DIRECTORS

INTERVIEWED 10/20/64

| TITLE | RANGE | SALARY |
|------------------------|---------------------|----------|
| CHIEF INTERNAL AUDITOR | \$76,930 - \$53,550 | \$39,500 |
| AUDITOR | \$21,478 - \$32,216 | \$21,478 |
| AUDITOR I | \$21,478 - \$32,216 | \$21,478 |
| AUDITOR II | \$18,165 - \$27,247 | \$21,571 |
| ADMIN. SEC. I | \$14,263 - \$21,395 | \$17,829 |

GENERAL ATTORNEY

| TITLE | RANGE | SALARY |
|------------------|---------------------|----------|
| TRIAL ATTORNEY | \$34,620 - \$49,160 | \$34,620 |
| GENERAL ATTORNEY | \$26,566 - \$39,500 | \$26,534 |
| STAFF ATTORNEY | \$21,478 - \$32,216 | \$21,478 |
| LEGAL SEC | \$13,168 - \$19,752 | \$16,460 |

PARKER-FRIENDL

| TITLE | RANGE | SALARY |
|--------------------------|---------------------|----------|
| DEPT HD-FINANCIAL SERV | \$42,050 - \$65,690 | \$47,160 |
| DIV MGR-FINANCIAL DEVTL | \$54,620 - \$79,160 | \$62,400 |
| GR-PROJECT MGR | \$22,938 - \$34,406 | \$32,973 |
| PROJECT MGR-DEPT COORDIN | \$19,850 - \$29,774 | \$28,534 |
| PROJECT MGR-1 | \$19,850 - \$29,774 | \$21,090 |
| PROJECT MGR-1 | \$19,850 - \$29,774 | \$21,090 |
| PROJECT MGR-1 | \$19,850 - \$29,774 | \$19,850 |
| PROJECT COORDINATOR | \$16,678 - \$25,016 | \$25,016 |
| ADMIN SEC-11 | \$14,263 - \$21,395 | \$16,938 |

BUS OPERATIONS
MANAGEMENT DEPARTMENT

| TITLE | RANGE | SALARY |
|--|--|----------------------|
| DEPT HEAD BUS OPERATIONS ADMIN SEC II | \$42,050 - \$63,690 \$14,263 - \$21,395 | \$42,050 \$17,827 |

BUIS. OPERATIONS
OPERATIONS MANAGEMENT DIVISION

| TITLE | RANGE | WAGE |
|---------------------------|---------------------|----------|
| DEV. MGR. OPERATIONS MGT. | \$14,620 - \$49,160 | \$34,620 |
| OPERATIONS COORDINATOR | \$19,850 - \$29,774 | \$26,053 |
| ADMIN. SEC. II | \$14,263 - \$21,395 | \$17,829 |

BUS OPERATIONS
MAINTENANCE AND SERVICES DIVISION

| TITLE | RANGE | SALARY |
|----------------------|---------------------|----------|
| DIV MGR MAINT & SERV | \$34,620 - \$49,160 | \$34,620 |
| ADMIN SEC I | \$13,168 - \$19,752 | \$16,460 |

100% OF THE TOTAL
MAINTENANCE ACTIVITY

| ITEM | RANGE | ACTIVITY |
|--------------------------|---------------------|----------|
| CHARGE AND CHARGING SPEC | \$26,334 - \$29,500 | \$20,000 |
| SPEC. BOTTLE | \$24,566 - \$36,848 | \$25,848 |
| PROFESSIONAL MAINT. | \$19,850 - \$29,774 | \$26,053 |
| MAINT. CHARGE | \$17,850 - \$29,774 | \$24,312 |
| INSPEC FOR | \$19,850 - \$29,774 | \$24,312 |
| MAINT. MACH. & EQUIP. | \$19,850 - \$29,774 | \$24,312 |
| MAINTENANCE AGENT | \$19,850 - \$29,774 | \$22,331 |
| SENTRY INSPECTION | \$13,168 - \$19,752 | \$16,460 |

BUS OPERATIONS
TECHNICAL SERVICES SECTION

| TITLE | RANGE | SALARY |
|------------------------|---------------------|----------|
| PROJECT COORDINATOR | \$24,566 - \$36,948 | \$29,172 |
| SR FAIRBOX REPAIR TECH | \$22,938 - \$34,406 | \$30,106 |
| FAIRBOX REPAIR TECH | \$19,850 - \$29,774 | \$24,812 |
| OPERATIONS ASSISTANT | \$19,850 - \$29,774 | \$24,812 |
| FAIRBOX REPAIR TECH | \$19,850 - \$29,774 | \$24,812 |
| ASST ELECTRONICS TECH | \$19,850 - \$29,774 | \$24,812 |
| FAIRBOX REPAIR TECH | \$19,850 - \$29,774 | \$19,850 |

EXTERRED TEE, 7.75" DIA, 100' LENGTH

| TYPE | RANGE | WEIGHT |
|---------------------------------|-------------------|---------|
| DEFINITE HEAD EXTERRED TEE | 459,400 - 459,520 | 459,400 |
| OPEN TEE 7.75" DIA, 100' LENGTH | 414,262 - 423,395 | 414,262 |

EXTERNAL RELATIONS DEPARTMENT
CUSTOMER RELATIONS AND MARKETING DIVISION

| TITLE | RANGE | SALARY |
|--------------------------|---------------------|----------|
| DIV MGR CUSTOMER REL MKT | \$34,620 - \$49,160 | \$34,620 |
| PROJECT COORDINATOR | \$21,478 - \$32,216 | \$29,047 |
| REGIONAL AFFAIRS REP | \$18,165 - \$27,247 | \$23,841 |
| COORDIN MKTING PROJECTS | \$16,678 - \$25,016 | \$21,889 |
| REGIONAL AFFAIRS REP | \$18,165 - \$27,247 | \$21,571 |
| CONSUMER AFFAIRS OFFICER | \$13,168 - \$19,752 | \$19,300 |
| LEGISLATIVE ASSISTANT | \$22,938 - \$34,406 | \$28,762 |

EXTRINSIC EFFICIENCY STATEMENT
EXTRINSIC EFFICIENCY STATEMENT

| ITEM | RANGE | QUALITY |
|-----------------------------|---------------------|----------|
| DIV. B2E - PREST. PUR. FIFO | \$36,930 - \$53,550 | \$24,620 |

FINANCE AND ADMINISTRATION DEPARTMENT

| TITLE | RANGE | SALARY |
|-------------------------------------|--|----------------------|
| DEPT HEAD FIN/ADMIN ADMIN SEC II | \$44,980 - \$69,180 \$14,263 - \$21,395 | \$44,980 \$17,829 |

FINANCE AND ADMINISTRATION DEPARTMENT
FINANCIAL DIVISION

| TYPE | REVENUE | BALANCE |
|----------------|-----------|----------|
| 192,937,114.40 | \$53,550 | \$42,403 |
| ADMIN. SEC. 3 | 413,168 - | \$17,103 |
| | 419,752 | |

FINANCE AND ADMINISTRATION DEPARTMENT
CASH MANAGEMENT SECTION

| TITLE | RANGE | SALARY |
|------------------------|---------------------|----------|
| SECTION CHIEF CASH MGT | \$30,720 - \$41,780 | \$30,720 |
| SR TREASURY ANALYST | \$21,478 - \$32,216 | \$25,505 |
| FINANCIAL ANALYST | \$18,165 - \$27,247 | \$19,300 |
| ACCOUNTING CLERK | \$11,175 - \$16,763 | \$12,572 |

FINANCE AND ADMINISTRATION DEPARTMENT
ACCOUNTING SECTION

| TITLE | RANGE | SALARY |
|--------------------------|---------------------|----------|
| SECTION CHIEF ACCOUNTING | \$32,460 - \$45,120 | \$32,460 |
| SENIOR FINANCIAL ANALYST | \$26,334 - \$39,500 | \$34,163 |
| ACTG PAYABLE SUPERVISOR | \$26,334 - \$39,500 | \$36,109 |
| SENIOR FINANCIAL ANALYST | \$22,938 - \$34,406 | \$28,672 |
| FIXED ASSETS | \$22,938 - \$34,406 | \$28,672 |
| FINANCIAL ANALYST | \$18,165 - \$27,247 | \$22,706 |
| AUDITING CLERK | \$15,386 - \$23,078 | \$17,309 |
| JUNIOR FINANCIAL ANALYST | \$13,168 - \$19,752 | \$16,460 |
| ADMIN SEC T/STAT TYPIST | \$13,168 - \$19,752 | \$16,460 |
| JR FINANCIAL ANALYST | \$13,168 - \$19,752 | \$16,460 |
| PAYROLL CLERK | \$13,168 - \$19,752 | \$15,637 |
| FINANCIAL ANALYST | \$13,168 - \$19,752 | \$15,791 |
| AUDITING CLERK | \$11,175 - \$16,763 | \$13,969 |

FINANCE AND ADMINISTRATION DEPARTMENT
ADMINISTRATION DIVISION

| TITLE | RANGE | SALARY |
|------------------------------|--|----------------------|
| DIV MGR ADMIN ADMIN SEC I | \$34,620 - \$49,160 \$13,168 - \$17,752 | \$41,848 \$14,814 |

FINANCIAL AND ADMINISTRATION DEPARTMENT
ADMINISTRATIVE SERVICES SECTION

| TITLE | RANGE | SALARY |
|----------------------------|---------------------|----------|
| SECTION CHIEF ADMIN SERV | \$30,720 - \$41,780 | \$30,720 |
| ROLE MANAGER | \$21,478 - \$32,216 | \$22,216 |
| SUPERVISOR REPROGRAPH SERV | \$19,850 - \$29,774 | \$29,774 |
| FORMS ANALYST ADMIN SERV | \$18,165 - \$27,247 | \$22,706 |
| SECRETARY | \$12,102 - \$18,152 | \$12,102 |
| CLERK ADMIN SERVICES | \$11,175 - \$16,763 | \$15,366 |
| SWITCHBOARD OPERATOR | \$11,175 - \$16,763 | \$11,175 |
| ADMIN SERVICES CLERK | \$11,175 - \$16,763 | \$11,175 |
| CLERK ADMIN SERV | \$10,417 - \$15,625 | \$13,021 |
| CLERK ADMIN SERVICES | \$10,417 - \$15,625 | \$13,021 |
| CLERK ADMIN SERV | \$10,417 - \$15,625 | \$12,675 |
| CLERK ADMIN SERVICES | \$10,417 - \$15,625 | \$10,417 |

FINANCE AND ADMINISTRATIONS DEPARTMENT
PURCHASING SECTION

| TITLE | RANGE | SALARY |
|--------------------------|---------------------|----------|
| SECTION CHIEF PURCHASING | \$30,720 - \$41,780 | \$36,848 |
| CONTRACT BUYER | \$24,566 - \$36,848 | \$36,848 |
| CONTRACT BUYER | \$24,566 - \$36,848 | \$29,172 |
| ADMIN SEC | \$12,102 - \$18,152 | \$15,127 |

| Condition | Mean \bar{A}_{obs} (m) | Mean \bar{A}_{obs} (m) | Mean \bar{A}_{obs} (m) |
|-------------------------|---------------------------------|---------------------------------|---------------------------------|
| 1 (100% NO_x) | 1.2 | 1.2 | 1.2 |
| 2 (50% NO_x) | 1.2 | 1.2 | 1.2 |
| 3 (25% NO_x) | 1.2 | 1.2 | 1.2 |
| 4 (0% NO_x) | 1.2 | 1.2 | 1.2 |

FINANCE AND ADMINISTRATION DEPARTMENT
INFORMATION SERVICES SECTION

| TITLE | RANGE | GRADE |
|--------------------------|----------|----------|
| SECTION CHIEF INFO SERV | \$34,620 | 4-37,462 |
| LEAD SYSTEM ANALYST | \$24,560 | 1-35,448 |
| LEAD SYSTEMS ANALYST | \$24,560 | 4-37,448 |
| SENIOR SYSTEM ANALYST | \$21,470 | 4-36,416 |
| SENIOR SYSTEM ANALYST | \$21,470 | 4-32,214 |
| OPERATIONS COORDINATOR | \$18,165 | 4-27,147 |
| SYSTEMS ANL PROGRAMMER | \$18,165 | 4-27,147 |
| ASSOCIATE ANL PROGRAMMER | \$15,380 | 4-23,170 |
| LEAD TERMINAL OPERATOR | \$13,160 | 4-19,732 |
| ADMIN SECRETARY I | \$13,160 | 4-19,732 |

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TABLE

| α | β | γ | δ | α | β | γ | δ |
|----------|---------|----------|----------|----------|---------|----------|----------|
| 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 |
| 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 |
| 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 |
| 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 |
| 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |
| 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 |
| 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 |
| 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

PLANNING AND DEVELOPMENT DEPARTMENT

| TITLE | RANGE | SALARY |
|---------------------------|---------------------|----------|
| DPT HEAD PLAN & DEV | \$44,980 - \$69,280 | \$44,980 |
| SECTION CHIEF SPECIAL SER | \$30,720 - \$41,780 | \$30,720 |
| SUPERVISOR GRAPHICS | \$21,478 - \$32,216 | \$32,216 |
| CONTRACT SERVS COORDIN | \$21,478 - \$32,216 | \$26,847 |
| CARTOGRAPHIC SPECIALIST | \$18,165 - \$27,247 | \$19,300 |
| BUS SERVICE MONITOR | \$14,263 - \$21,395 | \$20,503 |
| BUS SERVICE MONITOR | \$14,263 - \$21,395 | \$20,503 |
| ADMIN SEC II | \$14,263 - \$21,395 | \$17,829 |
| ADMIN SEC I | \$13,168 - \$19,752 | \$16,460 |
| ADMIN SEC I | \$13,168 - \$19,752 | \$16,460 |
| BUS SERVICE MONITOR | \$13,168 - \$19,752 | \$16,460 |
| BUS SERVICE MONITOR | \$13,168 - \$19,752 | \$16,460 |
| BUS SERVICE MONITOR | \$13,168 - \$19,752 | \$16,460 |
| BUS SERVICE MONITOR | \$13,168 - \$19,752 | \$13,168 |
| BUS SERVICE MONITOR | \$13,168 - \$19,752 | \$13,168 |
| ADMIN SEC I | \$13,168 - \$19,752 | \$13,168 |
| DOCUMENTS CLERK | \$12,102 - \$18,152 | \$12,102 |

PLANNING AND DEVELOPMENT DEPARTMENT
CAPITAL PLANNING DIVISION

| TITLE | RANGE | SALARY |
|----------------------------------|---------------------|----------|
| DEVELOPMENT PLANNER/PLANNING ADM | \$34,620 - \$49,160 | \$38,370 |
| GENERAL PLANNER/ENGINEER | \$28,271 - \$42,407 | \$38,370 |
| SENIOR PLANNER | \$28,271 - \$42,407 | \$38,370 |
| SENIOR PROGRAM COORDINATOR | \$24,566 - \$36,848 | \$32,342 |
| FIELD PLANNER/CHARTER SPEC | \$19,850 - \$29,774 | \$24,812 |
| SR. GRANT DEVELOPER | \$18,165 - \$27,247 | \$23,641 |
| GRANT ADMINISTRATOR | \$18,165 - \$27,247 | \$22,706 |

PLANNING AND DEVELOPMENT DEPARTMENT
OPERATIONS PLANNING DIVISION

| TITLE | RANGE | SALARY |
|-------------------------|---------------------|----------|
| DIV MGR OPERATIONS PLAN | \$36,930 - \$53,550 | \$43,304 |
| SUPER SERVICE PLANNING | \$28,271 - \$42,407 | \$42,407 |
| SCHEDULER | \$22,938 - \$34,406 | \$28,672 |
| SENIOR SCHEDULER | \$22,938 - \$34,406 | \$25,805 |
| PROJECT MGR I | \$19,850 - \$29,774 | \$29,774 |
| OPERATIONS PLANNER | \$19,850 - \$29,774 | \$24,812 |
| OPERATIONS PLANNER | \$19,850 - \$29,774 | \$24,812 |
| SCHEDULE CLERK | \$13,168 - \$19,752 | \$16,460 |

$$\{s, e\} \in \mathcal{E}_d$$

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| $\mathbb{H}^1(\mathcal{O}_F, \chi, \psi)$ | $\mathbb{H}^1(\mathcal{O}_F, \chi, \psi, \psi)$ | $\mathbb{H}^1(\mathcal{O}_F, \chi, \psi, \psi, \psi)$ |
|---|---|---|
| $\mathbb{H}^1(\mathcal{O}_F, \chi, \psi)$ | $\mathbb{H}^1(\mathcal{O}_F, \chi, \psi, \psi)$ | $\mathbb{H}^1(\mathcal{O}_F, \chi, \psi, \psi, \psi)$ |
| $\mathbb{H}^1(\mathcal{O}_F, \chi, \psi, \psi)$ | $\mathbb{H}^1(\mathcal{O}_F, \chi, \psi, \psi, \psi)$ | $\mathbb{H}^1(\mathcal{O}_F, \chi, \psi, \psi, \psi, \psi)$ |
| $\mathbb{H}^1(\mathcal{O}_F, \chi, \psi, \psi, \psi)$ | $\mathbb{H}^1(\mathcal{O}_F, \chi, \psi, \psi, \psi, \psi)$ | $\mathbb{H}^1(\mathcal{O}_F, \chi, \psi, \psi, \psi, \psi, \psi)$ |
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Regional Transportation Authority

300 N. State Street, Chicago, Illinois 60610
312 836-4000

September 14, 1984

Mr. Joseph DiJohn
Executive Director
Suburban Bus Division
Regional Transportation Authority
300 North State Street
Chicago, Illinois 60610

Dear Mr. DiJohn:

I am pleased to advise you that pursuant to Section 4.11(a) of the Regional Transportation Authority Act (the "Act"), the RTA Transition Board, on September 7, 1984, adopted Ordinance No. 84-130. This ordinance established the required estimates for public funding anticipated to be available to the Suburban Bus Division and the system generated recovery ratio for fiscal year 1985. Public funding estimated to be available to the Suburban Bus Division is \$48,152,000 and the adopted system generated recovery ratio is 29.87%.

Please use the above estimates in formulating your proposed budget as specified in Section 4.11(b) of the Act. The budget is to be submitted to the RTA by November 15, 1984. Please use the format specified in Mr. Henry Crepeau's letter of August 3, 1984 addressed to Mr. Bernard Miller, Acting Department Head, Finance and Administration.

It is further required by Section 4.11(a) of the Act that in addition to estimates of revenues for any current budget year, the RTA is to provide the Service Boards, by September 15th, estimates of the public funds to be available for the two successive fiscal years. Pursuant thereto, we estimate the public funds available to the Suburban Bus Division at \$50,978,000 for FY'86 and \$53,969,000 for FY'87 (please see Mr. Crepeau's enclosed memorandum). As always, estimates are, of course, subject to subsequent adjustment and refinement when the successive budget year projection is made, and the differences may be material. However, Section 4.11(b) of the Act requires that each Service Board submit a financial plan for the two following fiscal years at the time it submits its proposed budget.

BUS OPERATIONS DIVISION
SEP 14 1984
JOE DIJOHN

to submit your three Year Financial Plan, please refer to the information set out in Mr. Crepeau's letter on the subject, forwarded to Mr. Miller. The plan is due to be submitted to the R&A by November 15, 1981.

Please advise me, or Mr. Crepeau, of any questions or concerns you may have during this process. We appreciate your continued cooperation in attempting to reach our mutual goal of a reliable, cost effective, regional transportation system which will adequately serve the needs of the public.

Very truly yours,

Richard Trilewell
Richard Trilewell
Executive Director

cc: Florence Boone



Regional Transportation Authority

Memorandum

TO: G. Richard Tidwell
Acting Executive Director

DATE: September 5, 1984

FROM: Henry J. Crepeau, Department Head
Budget and Management Analysis

SUBJECT: Preliminary Estimates of Public Funds
Available to Service Boards in FY86
and FY87

HJC

Section 4.11(a) of the RTA Act requires that, in addition to estimates of revenues for any current budget year, the RTA provide to the Service Boards by September 15th estimates of the public funds to be available to the Service Boards for the two successive fiscal years.

In this regard, it must be clearly noted, however, that in advance of the multi-year budget documents to be received from the Service Boards subsequent to September 15th, it is only possible for the RTA to supply a preliminary projection of public funding to be available to the Service Boards. It must be clearly understood that any such estimates are subject to subsequent adjustment and refinement when the successive budget year projection is made prior to the following September 15th. For example, by September 15, 1985, the RTA Board will inform the Service Boards of estimated public funds to be available for 1986. It cannot be assumed that the estimates made at that time will be the same as the estimates contained herein, and the differences may be material.

Given the foregoing caveats, we have developed the required FY86 and FY87 projections, utilizing the following assumptions:

- No growth or reduction in UMTA Section 9 funds with allocation to continue to be based on ridership which is projected to grow 1% for the CTA, 3% for the Commuter Rails, and 5% for the Suburban Buses.
- Other revenues to grow at 6% of FY85 base as presented to the RTA Board 9/6/84.
- RTA sales tax yield among Chicago, Suburban Cook, and the Collar Counties is held constant.
- Allocations of Public Transportation Fund and RTA discretionary revenues are held proportionate to FY85.

These projections are set forth for each Service Board in the following table.

ESTIMATE OF PUBLIC FUNDS AVAILABLE
TO SERVICE BOARDS -- FY86 and FY87
(\$ 000's)

| | <u>FY86</u> | <u>FY87</u> |
|--------------------------------------|-------------|-------------|
| TOTAL SALES TAX | 360,612 | 382,249 |
| RTA | 54,092 | 57,337 |
| CTA | 160,534 | 170,166 |
| RAIL | 112,087 | 118,813 |
| BUS | 33,899 | 35,933 |
| TOTAL UMTA SECTION 9 | 58,000 | 58,000 |
| CTA | 50,344 | 50,164 |
| RAIL | 4,866 | 4,947 |
| BUS | 2,790 | 2,889 |
| TOTAL PUBLIC TRANSPORTATION FUND | 89,078 | 94,423 |
| CTA | 73,222 | 77,615 |
| RR | 6,681 | 7,082 |
| BUS | 9,175 | 9,726 |
| RTA DISCRETIONARY MONIES | 49,683 | 52,664 |
| CTA | 40,845 | 43,296 |
| RR | 3,724 | 3,947 |
| BUS | 5,114 | 5,421 |
| TOTALS | 324,945 | 341,241 |
| CTA | 127,358 | 134,789 |
| RR | 50,978 | 53,969 |

1985-1987 Three Year Financial Plan

The following tables identify the Suburban Bus Division's financial plan for 1985 thru 1987. The Amended RTA Act requires the service boards to submit such a plan in addition to its annual program and budget. The Plan is to show a balance between the funding estimates provided by the RTA and the anticipated cost of providing services for the forthcoming and two following fiscal years. The Suburban Bus Division's Plan for 1985-1987 reflects such a balance while maintaining stable recovery performance.

In order to accomplish this balance in 1986 and 1987 however, the Suburban Bus Division will have to implement some cost reduction measures. Numerous alternatives are available to the Suburban Bus Board ranging from fare increases to moderation in service expansion. At this time it is anticipated that through a rigorous program to improve service productivity and operating efficiencies these deficits will be eliminated.

The three year financial plan is also supported by schedules of individual program costs. This detail is significant in that it identifies the future impact of service expansion in 1985. Major assumptions regarding inflation and ridership growth are also identified.

Further expansion of paratransit services may be required in 1986 to meet federal requirements for service comparable to fixed route services for handicapped riders. It is estimated that such a program could cost over \$500,000 annually. Due to the uncertain nature of this program the cost is not included in the projected 1985-1987 Three Year Plan.

1985-1987 THREE YEAR FINANCIAL PLAN

Basis for Projections

Inflation for the period is expected to remain constant at 6% the rate forecast for 1985. This assumption is consistent (though one percentage point higher) with the stable inflation scenario used by the RTA in the FY85-88 Five Plan.

This 6% rate was used as the basis for all expense growth other than those costs related to existing obligations or known circumstances which would reflect a different rate of growth.

System generated revenue growth is projected based on 3% annual growth in membership, this is a historic average though service expansion has resulted in a 16% increase thus far in 1984. Additional revenue from 1985 service expansion is projected separately. In total 1985 system generated revenues are expected to exceed 1984 levels by 5.8%, similar growth occurs in 1986 slowing down to a 3.4% rate in 1987.

1985-1987 3 YEAR FINANCIAL PLAN
AND FUND BALANCE
(000's)

| | 1984 BUDGET | 1984 PROJECTED | 1985 PROPOSED BUDGET | 1986 PROJECTED | 1987 PROJECTED |
|------------------------------|-----------------|-------------------|----------------------------|-------------------|-------------------|
| <u>Revenue</u> | | | | | |
| Retail Sales Tax | \$28,029 | \$30,080 | \$31,980 | \$33,899 | \$35,933 |
| Public Transportation Fund | 8,085 | 8,085 | 8,656 | 9,175 | 9,726 |
| Federal Operating Assistance | 2,399 | 1,919 | 2,691 | 2,790 | 2,889 |
| RTA Discretionary Funds | 1,814*** | -- | *** | 4,825 | 5,114 |
| Total Revenue | <u>\$40,327</u> | <u>\$40,084</u> | <u>\$48,152</u> | <u>\$50,978</u> | <u>\$53,969</u> |
| <u>Expenses</u> | | | | | |
| Funded Carriers | \$23,935 | \$22,401 | \$25,583 | \$28,462 | \$30,605 |
| Contract Carriers | 3,240 | 2,900 | 3,050 | 3,277 | 3,518 |
| Paratransit Services | 2,153 | 1,975 | 2,665 | 3,188 | 3,381 |
| Administration | 4,266 | 3,900 | 8,500 | 8,764 | 9,290 |
| Centralized Support | 2,048 | 2,450 | 3,250 | 3,429 | 3,604 |
| Fuel | 3,724 | 3,888 | 4,000 | 4,240 | 4,494 |
| Insurance | 961 | 896 | 1,104 | 1,140 | 1,179 |
| Expense Reduction** | -- | -- | -- | (1,522) | (2,102) |
| Total Expenses | <u>\$40,327</u> | <u>\$38,410</u> | <u>\$48,152</u> | <u>\$50,978</u> | <u>\$53,969</u> |
| Surplus (Deficit) | \$ -0- | \$ 1,674* | \$ -0- | \$ -0- | \$ -0- |
| <u>Fund Balance</u> | | | | | |
| Beginning Balance | \$ N/A | \$ -0- | \$ 1,674 | \$ 1,674 | \$ 1,674 |
| Surplus (Deficit) | | 1,674 | -0- | -0- | -0- |
| Ending Balance | <u>\$ -</u> | <u>\$ 1,674</u> | <u>\$ 1,674</u> | <u>\$ 1,674</u> | <u>\$ 1,674</u> |

* Projected operating surplus, the actual cash surplus will be dependent upon RTA's service board funding policy.

** The Suburban Bus Board will address various alternatives which would accomplish these expense reductions.

*** The RTA amended the original Suburban Bus Division budget for 1984 adding \$1,814,000 in expense. However no revised allocation of public funds was prepared. This assumes the budgeted funds were from the RTA discretionary fund. Since actual sales tax receipts are expected to exceed budget it is assumed the RTA will not actually use its discretionary funds for this purpose.

1985-1987 PROGRAM COSTS
AND RECOVERY RATE DETERMINATION
(000's)

| | <u>1984 Estimated</u> | <u>1985 Proposed</u> | <u>1986 Projected</u> | <u>1987 Projected</u> |
|--------------------------------|---------------------------|--------------------------|---------------------------|---------------------------|
| Funded Carrier | | | | |
| Revenue | \$13,200 | \$13,584 | \$13,991 | \$14,411 |
| Expense | <u>35,601</u> | <u>37,967</u> | <u>40,245</u> | <u>42,659</u> |
| Deficit | <u>\$22,401</u> | <u>\$24,383</u> | <u>26,254</u> | <u>28,248</u> |
| Fixed Route Service Expansion | | | | |
| Revenue | \$ - | \$ 180 | \$ 552 | \$ 568 |
| Expense | <u>-</u> | <u>1,380</u> | <u>2,760</u> | <u>2,925</u> |
| Deficit | <u>\$ -</u> | <u>\$ 1,200</u> | <u>2,208</u> | <u>2,357</u> |
| Contract Carrier | | | | |
| Revenue | \$ 1,400 | \$ 1,450 | \$ 1,493 | \$ 1,538 |
| Expense | <u>4,300</u> | <u>4,500</u> | <u>4,770</u> | <u>5,056</u> |
| Deficit | <u>\$ 2,900</u> | <u>\$ 3,050</u> | <u>3,277</u> | <u>3,518</u> |
| Paratransit Services | | | | |
| Revenue | \$ 1,975 | \$ 1,528 | \$ 1,619 | \$ 1,716 |
| Expense | <u>3,950</u> | <u>3,391</u> | <u>3,593</u> | <u>3,809</u> |
| Deficit | <u>\$ 1,975</u> | <u>\$ 1,863</u> | <u>1,974</u> | <u>2,093</u> |
| Paratransit Service Expansion | | | | |
| Revenue | \$ - | \$ 801 | \$ 908 | \$ 962 |
| Expense | <u>-</u> | <u>1,603</u> | <u>2,122</u> | <u>2,250</u> |
| Deficit | <u>\$ -</u> | <u>\$ 802</u> | <u>1,214</u> | <u>1,288</u> |
| Administration | \$ 3,900 | \$ 8,500 | \$ 8,764 | \$ 9,290 |
| Centralized Support | 2,450 | 3,250 | 3,429 | 3,604 |
| Fuel | 3,888 | 4,000 | 4,240 | 4,494 |
| Insurance | <u>896</u> | <u>1,104</u> | <u>1,140</u> | <u>1,179</u> |
| Subsidy Requirement | \$38,410 | \$48,152 | \$52,500 | \$56,071 |
| <u>SUMMARY</u> | | | | |
| Total System Generated Revenue | \$16,575 | \$17,543 | \$18,563 | \$19,195 |
| Total Operating Expense | <u>54,985</u> | <u>65,695</u> | <u>71,063</u> | <u>75,266</u> |
| Operating Deficit | <u>\$38,410</u> | <u>\$48,152</u> | <u>\$52,500</u> | <u>\$56,071</u> |
| Recovery Rate | <u>30.14%</u> | <u>26.70%</u> | <u>26.12%</u> | <u>25.50%</u> |

1984-1987 REVENUE AND EXPENSE SUMMARY
(000's)

| | <u>1984</u> | <u>1985</u> | <u>1986</u> | <u>1987</u> |
|---------------------------------|-----------------|-----------------|------------------|------------------|
| SYSTEM GENERATED REVENUE | | | | |
| Existing Operations | \$16,575 | \$16,562 | \$17,103 | \$17,665 |
| Fixed Route Service Expansion | - | 180 | 552 | 568 |
| Paratransit Service Expansion | - | 801 | 908 | 962 |
| TOTAL | \$16,575 | \$17,543 | \$18,563 | \$19,195 |
| OPERATING EXPENSES | | | | |
| Existing Operations | \$43,851 | \$45,858 | \$48,608 | \$51,524 |
| Fixed Route Service Expansion | - | 1,380 | 2,760 | 2,925 |
| Paratransit Service Expansion | - | 1,603 | 2,122 | 2,250 |
| Centralized Operations/Admin. | 11,134 | 16,854 | 17,573 | 18,567 |
| TOTAL | \$54,985 | \$65,695 | \$71,063 | \$75,266 |
| OPERATING LOSS | \$38,410 | \$48,152 | \$52,500 | \$56,071 |
| RECOVERY RATE | 30.14% | 26.70% | 26.12% | 25.50% |
| ESTIMATED RTA FUNDING | \$40,084 | \$48,152 | \$50,973 | \$53,969 |
| SURPLUS (DEFICIT) | \$ 1,674 | \$ 0 | \$(1,522) | \$(2,102) |

1985-1987 THREE YEAR FINANCIAL PLAN

The 1985-1987 Three Year Financial Plan for the Suburban Bus Division is compared to 1985 thru 1987 of the RTA's Five Year Plan, any variations are identified and explained.

1985-1987 SUBURBAN BUS PROGRAM
AS INCLUDED IN RTA'S FIVE YEAR PLAN 1984-1988

| <u>000's</u> | <u>1985</u> | <u>1986</u> | <u>1987</u> |
|---------------|-------------|-------------|-------------|
| Revenue | \$13,714 | \$14,748 | \$15,944 |
| Expense | 57,142 | 60,266 | 63,560 |
| Deficit | \$43,428 | \$45,518 | \$47,616 |
| Recovery Rate | 24.00% | 24.47% | 25.08% |

PROPOSED 1985-1987 SUBURBAN BUS PROGRAM
AS PRESENTED BY THE SUBURBAN BUS BOARD*

| <u>000's</u> | <u>1985</u> | <u>1986</u> | <u>1987</u> |
|---------------|-------------|-------------|-------------|
| Revenue | \$17,543 | \$18,563 | \$19,195 |
| Expense | 65,695 | 71,063 | 75,266 |
| Deficit | \$48,152 | \$52,500 | \$56,071 |
| Recovery Rate | 26.70% | 26.12% | 25.50% |

* - Without alternative expense reductions in 1986, 1987

Revenue Variance

The Proposed 1985-1987 Program presented by the Suburban Bus Board shows a substantial increase in revenues. The majority of which are projected to come from increased ridership. Ridership is up 16% in the first six months of 1984 versus the same period in 1983. The remaining revenue increase is the result of service expansion in 1985. Paratransit and Fixed Route Service expansion is expected to gain nearly \$1 million in revenues in 1985. A summary of these variances is shown below.

| 000's | 1985 | 1986 | 1987 |
|---|--------------|--------------|--------------|
| RTA 5 Year Plan | \$13,714 | \$14,748 | \$15,944 |
| Suburban Bus Program | \$17,543 | \$18,563 | \$19,195 |
| Net Difference | <u>3,829</u> | <u>3,815</u> | <u>3,251</u> |
| | | | |
| Add Back Fare Increases Included in RTA Plan | <u>517</u> | <u>1,155</u> | <u>1,943</u> |
| | | | |
| Total Variance | \$ 4,346 | \$ 4,970 | \$ 5,194 |
| Subtract: Revenue from Service Expansion | 981 | 1,460 | 1,530 |
| Subtract: Paratransit Revenues not included in RTA 5 Year Plan* | <u>1,528</u> | <u>1,619</u> | <u>1,716</u> |
| | | | |
| Net Increase | \$ 1,837 | \$ 1,891 | \$ 1,948 |

The net increase in revenues is due to ridership growth. The RTA plan had expected 3% annual ridership growth, while actual growth in 1985 reached 16%. The net increase in revenue is approximately 13% the variance between the projections.

*Estimate based on Bus Division forecast; RTA 5 Year Plan did not include Paratransit revenue but included the net deficit from Paratransit Operations.

Expense Variance

The Proposed 1985-1987 Financial Plan also identifies a substantial increase in total operating expense as compared to the RTA 5 Year Plan. These increases are identified on the following table.

| <u>000's</u> | <u>1985</u> | <u>1986</u> | <u>1987</u> |
|--|-----------------|-----------------|-----------------|
| RTA 5 Year Plan | \$57,142 | \$60,266 | \$63,560 |
| Suburban Bus Program | 65,695 | 71,063 | 75,266 |
| Net Difference | <u>\$ 8,553</u> | <u>\$10,797</u> | <u>\$11,706</u> |
| Subtract: Paratransit Revenue From Bus Plan* | 1,528 | 1,619 | 1,716 |
| 1) Subtract: 1985 Service Expansion Program | 2,983 | 4,882 | 5,175 |
| 1) Subtract: Additional Cost of SBD Administration** | 2,946 | 2,932 | 3,167 |
| 1) Subtract: Cost of Marketing Program and Centralized Engine Rebuilding Program | <u>1,000</u> | <u>1,060</u> | <u>1,124</u> |
| <u>Net Expense Variance</u> | <u>\$ 2,96</u> | <u>\$ 304</u> | <u>\$ 524</u> |

The net expense variance is primarily due to a higher inflation rate (6%) used in 1985-1987 forecasts, as opposed to the 5% inflation rate assumed in the RTA 5 Year Plan.

1) Not included in RTA 5 Year Program.

*This will return total Paratransit expense to a net deficit amount similar to the RTA 5 Year Plan appropriation.

**Administrative cost over and above minimal amount provided in RTA 5 Year Plan.

Demographic Trends Affecting SBD Region

The six county (Cook, DuPage, Kane, Lake, McHenry, Will) Suburban Bus Division service area, like the majority of large urbanized U.S. metropolitan areas is experiencing an urban to suburban population shift. This trend began during the 1960s, escalated in the 1970s and continues today.

A more detailed look at the population change within the SBD region for the period 1970-1980 and 1980-1982 illustrates the significance of this movement. All five suburban counties, as well as the northwestern and southern sections of Cook County, experienced a decade of noticeable growth from 1970-1980. (Exhibit 1) Northern and western suburban Cook County were the only two segments of the SBD service area which lost population during the same period. (Exhibit 2)

DuPage County showed the largest gain in population, an increase of approximately 170,000 persons between 1970-1980 Exhibit 1. This trend continued from 1980-1982 with an additional 12,000 persons residing in DuPage County. (Exhibit 3)

Significant growth took place in suburban Cook County as well. In particular, northwestern Cook County and to a lesser degree southern Cook County grew at an annual rate of approximately 11,500 and 3,700 persons for the periods 1970-1980 and 1980-1982. (Exhibits 2, 3)

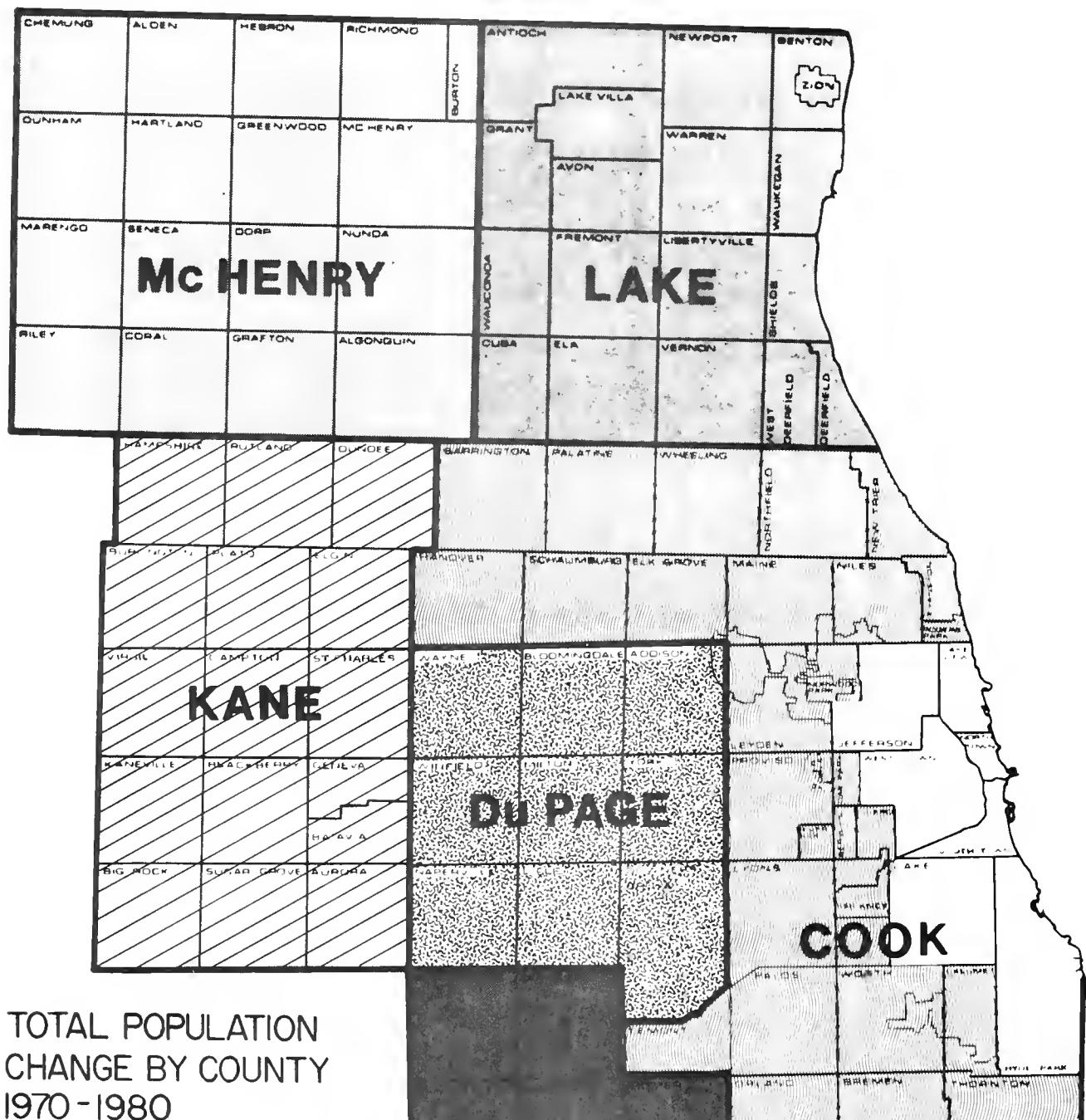
Kane County grew most slowly. Between 1970 and 1980 total population growth in Kane County was approximately 27,500 persons. Exhibit 1. Kane and Will counties lost an estimated 30 and 110 persons respectively in 1980-1982. (Exhibit 3)

The data indicates an obvious pattern of growth on the fringe of Cook County. This includes northwestern and southwestern Cook, eastern DuPage, and northeastern Will counties. (Exhibits 4, 5)

This trend appears to be continuing and the pace may be somewhat faster due to the improved economy.

A large portion of this new suburban population continues to work in the Chicago central business district. However, a growing number of persons now both live and work in the suburbs. Areas such as Schaumburg, Oak Brook, Naperville and the East-West Tollway continue to attract major employers. The task of the Suburban Bus Division is to provide fixed route bus and para-transit service which will meet the needs of this growing suburban population and work force.

A major concern will be to continue providing feeder service to local commuter rail stations from existing as well as new population areas. In addition, a more detailed look at express bus service to Chicago's Loop will be investigated. Furthermore, a growing emphasis will be placed on improving existing inter and intra suburban routes and the implementation of similar new services.



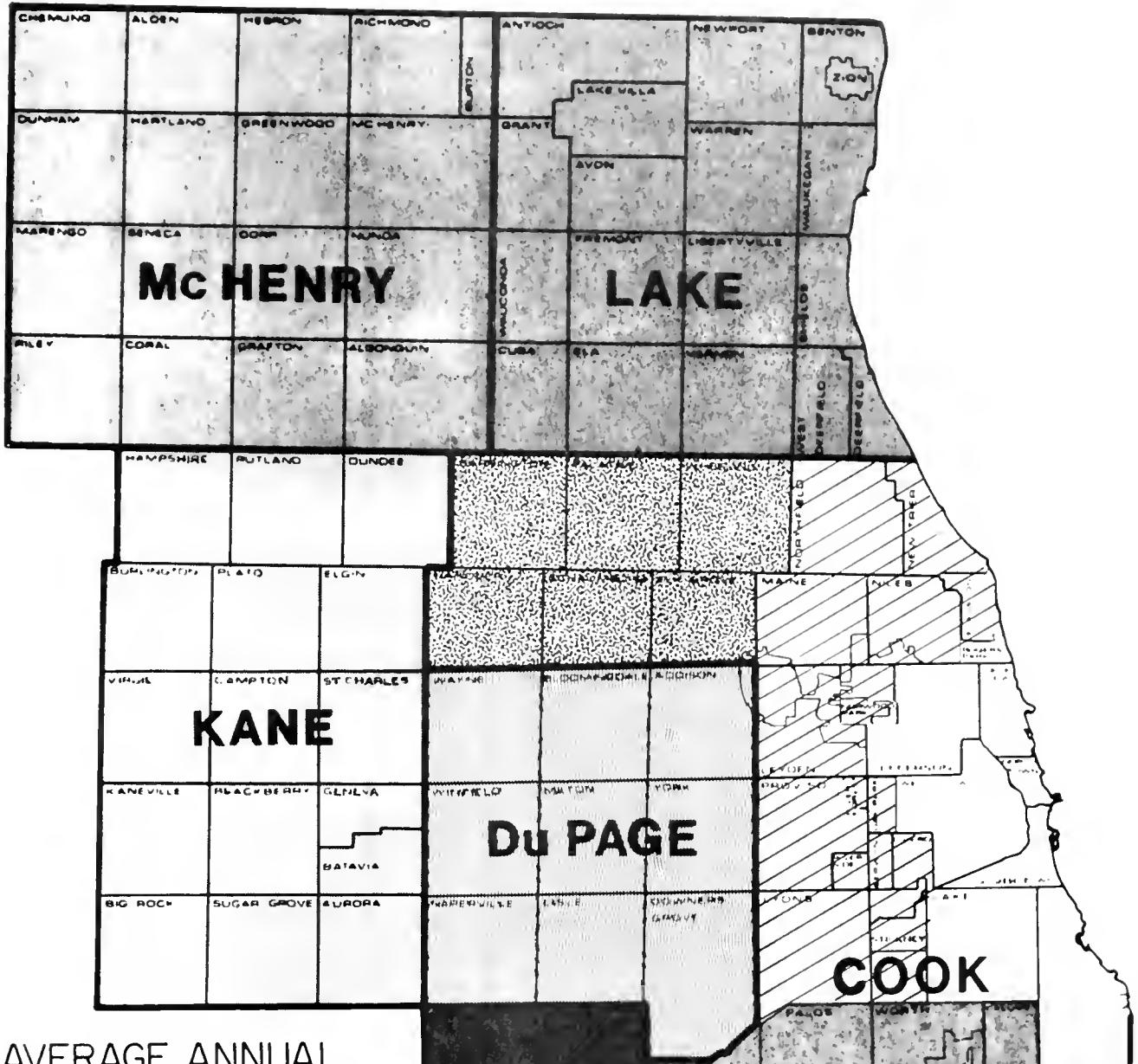
TOTAL POPULATION CHANGE BY COUNTY 1970-1980

| | |
|-------------------|--|
| 0 - 29,999 | |
| 30,000 - 49,999 | |
| 50,000 - 69,999 | |
| 70,000 - 99,999 | |
| 100,000 - 124,999 | |
| 125,000 → | |

SOURCE NIPC

EXHIBIT 1





AVERAGE ANNUAL
POPULATION CHANGE
BY COUNTY 1970-80

- ← 0
- 0 - 2,999
- 3,000 - 5,999
- 6,000 - 9,999
- 10,000 - 14,999
- 15,000 →

SOURCE: NIPC

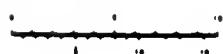
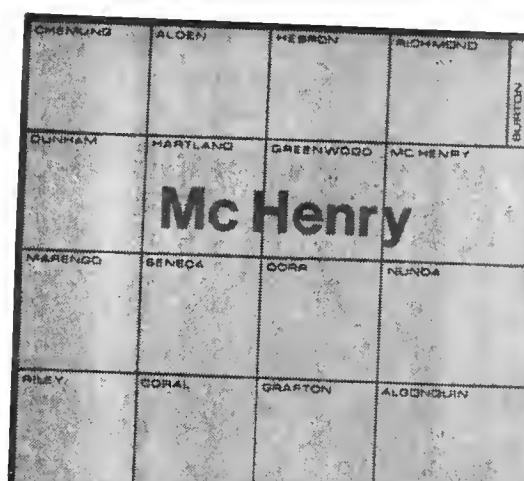
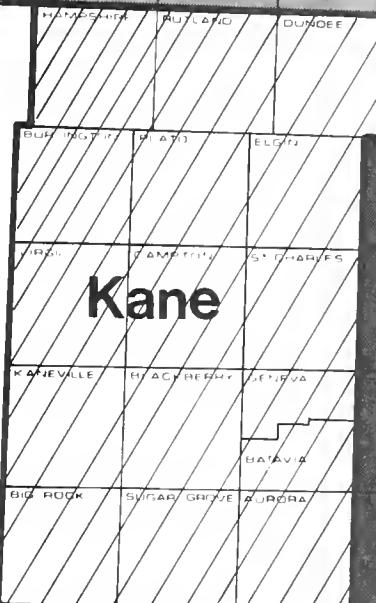


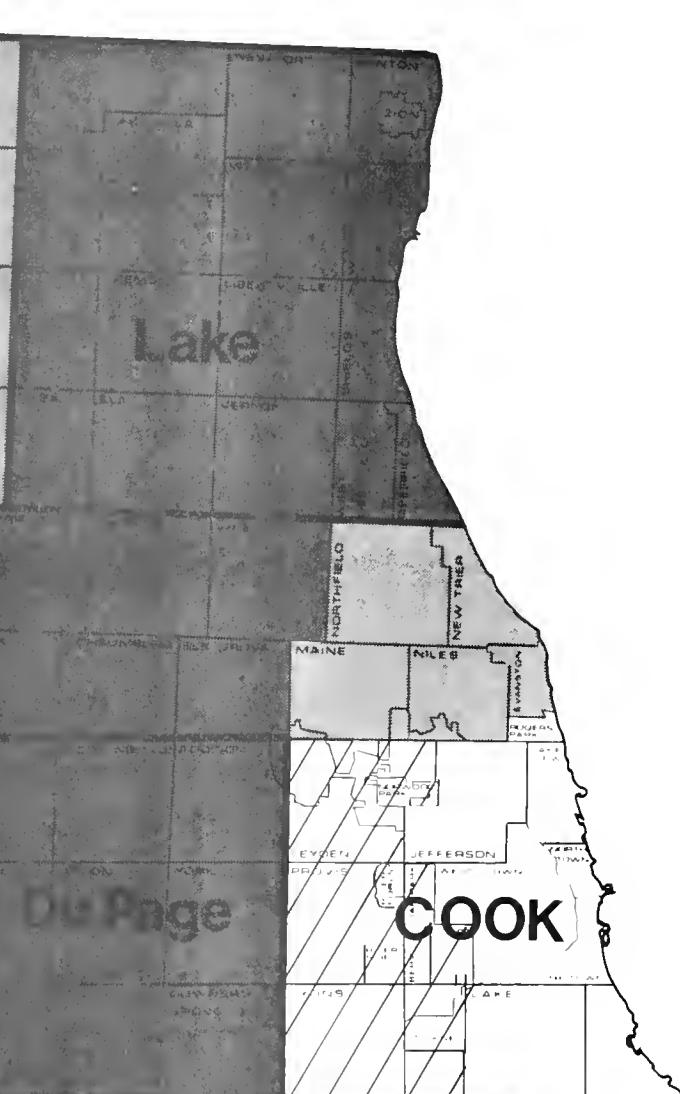
EXHIBIT 2



Mc Henry



Kane



AVERAGE ANNUAL POPULATION CHANGE BY COUNTY 1980-82

← 0



0 - 2,999



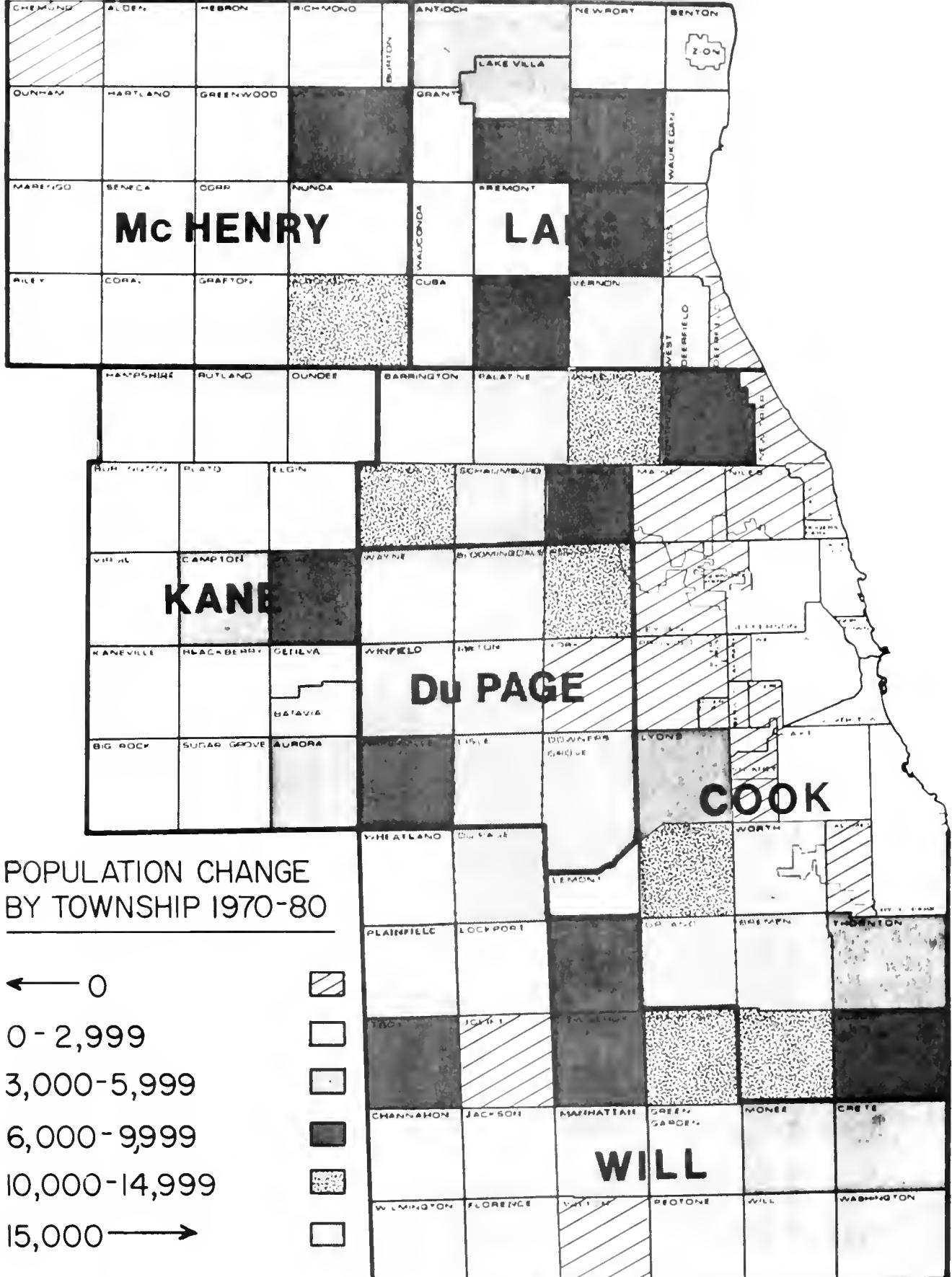
3,000 - 5,999



SOURCE NIPC



EXHIBIT 3



SURVEYING

EXHIBIT 4

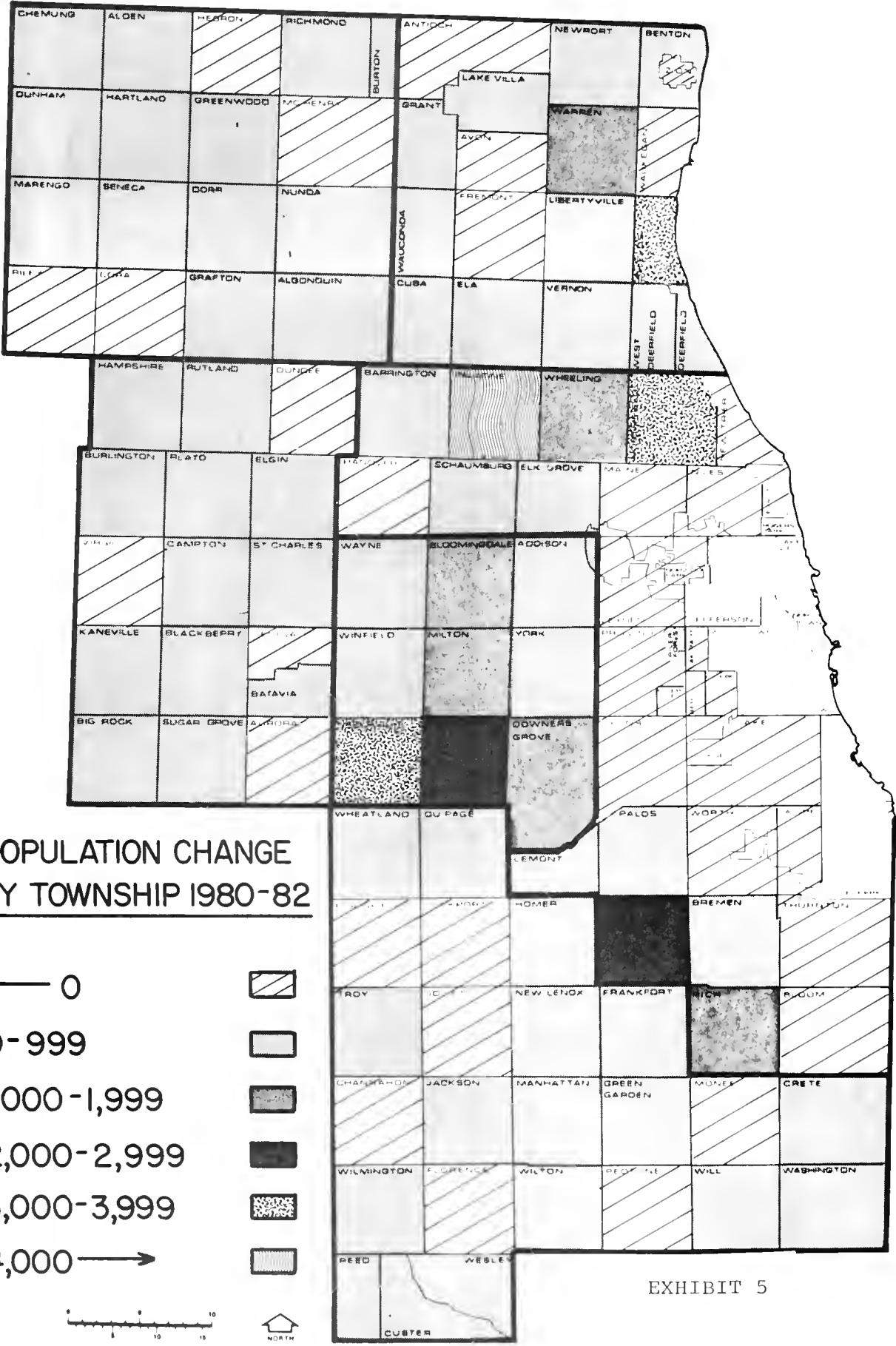


EXHIBIT 5



3 5556 034 528307

The HF Group

Indiana Plant

WT 115393 1 41 00



11/26/2007

